CYCLE NEWS

U.S. senator calls for superbike limits
See page 2

August 5, 1987 : Volume 30

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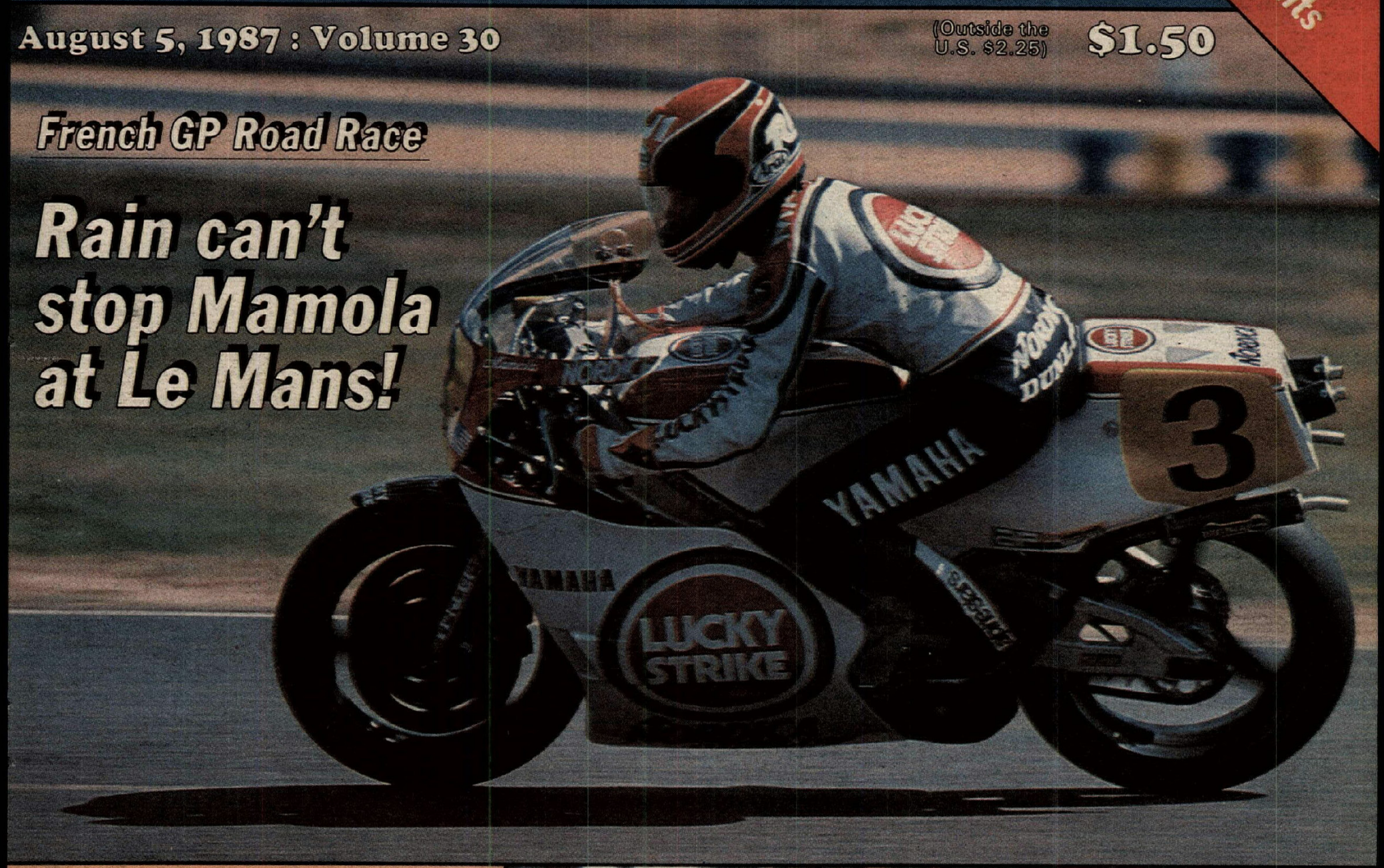


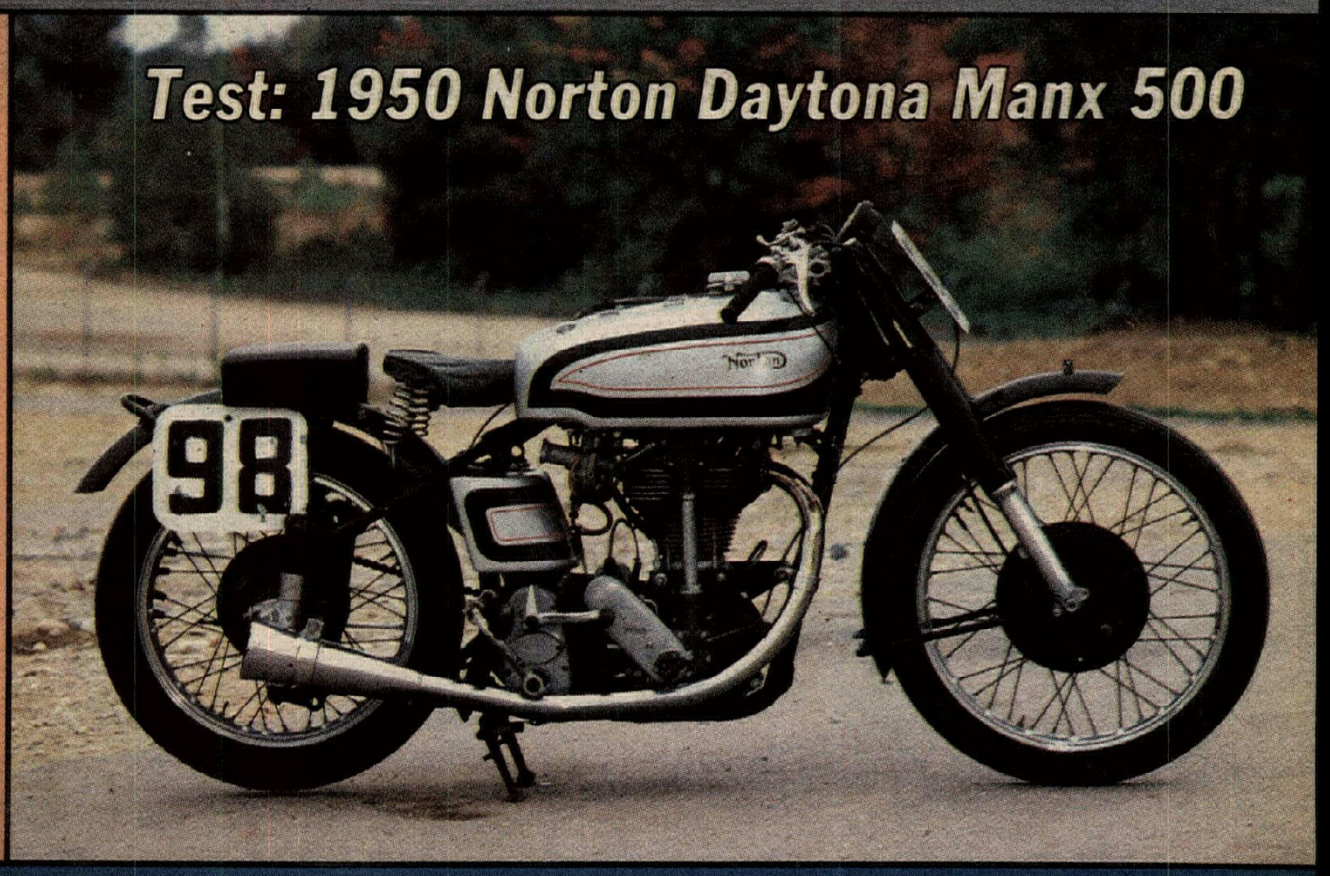
French GP Road Race

Rain can't stop Mamola at Le Mans!

Camel Pro Series

Shobert wins third straight at DuQuoin Mile!

Test: 1950 Norton Daytona Manx 500



America's motorcycle newspaper

In the WIND
BY PAPA WEALEY

West German Martin Wimmer and Australian Kevin Magee combined to give Yamaha its first-ever victory in the Suzuka 8-Hour endurance race in Suzuka City, Japan, on July 26. Wimmer/Magee and their YZF750 topped the Gary Goodfellow/Katsuro Takayoshi (Suz) team and third-placed John Kocinski/Calvin Rayborn III (Yam). Three-time winner Wayne Gardner and his teammate Dominique Sarron finished 32nd after Sarron crashed the Honda VFR750 twice.

Dane Erik Gundersen (13 points) won the World Speedway Intercontinental round of the World Speedway Championship in Vojens, Denmark, on July 26. Gundersen defeated Jimmy Nilsen (12 points) and Hans Nielson (11 points) to take the win. U.S. hopefuls Sam Ermolenko (9 points) and John Cook (9 points) both qualified for the finals to be held in Amsterdam, Holland, on September 5-6.

The third American set to represent the U.S. in the Intercontinental round, Kelly Moran, was injured two weeks ago in California and missed out on the Denmark race. Ironically, his place in the event was taken by England's Chris Morton who is credited for saving Moran's life last year in Poland when the southern Californian severed an artery in his wrist on a plate of glass. Morton took Moran's place in Denmark and promptly qualified for the final.

The Human Race Team's Kurt Hall, Andy Fenwick, Ben Martinez, John Eidenberger and Tim Morrissey (Yam) won the WERA/EBC Brakes Nelson Ledges 24-Hour endurance road race in Warren, Ohio, on July 25-26 after completing 1018 laps. Solmax Racing (Yam) finished second, three laps behind the Human Race Team, with Genesis Racing (Yam) rounding out the top three. The Human Race Team's 1018 laps set a new 24-hour record for the Nelson Ledges Road Course.

Jim Thompson Jr. (Hon) won the sixth round of the AMA National Hare and Hound Championship Series in Flagstaff, Arizona, on July 25. Second place went to Jeff Darland (Hon) with Paul Krause (Hon) finishing third. The 250cc class win fell to Darin Cartwright (Yam) while Jeff Miller (Hon) topped the 125cc field.

Kevin Brown (Hon) topped Tony Hendon (C-A) and Mark Hyde (Hus) to win the Burr Oak, Indiana, round of the AMA National Championship Hare Scrambles Series on July 26.

The WERA road race scheduled for August 8-9 at Hallet Raceway in Hallet, Oklahoma, has been cancelled. WERA will hold a race September 5-6 at St. Louis International Raceway. The event will be a North Central Regional race and will have Yamaha and Honda contingencies. For more information contact WERA at 803/681-9372.

A 500cc Support class will be part of the program at the 125cc United States Grand Prix Motocross at Steel City MX Park in Delmont, Pennsylvania. According to the AMA, the class will be open to Expert, Junior and Pro-Am riders on a post entry basis. For more information contact the AMA at 614/891-2425.

The Ultracross portion of the Mickey Thompson's Off-Road Championship Gran Prix at the Los Angeles Memorial Coliseum, July 25, saw Tyson Vohland (Kaw) capture the overall victory. Second place fell to Doug Dubach (Yam) followed by Jon Nelson (Hon), Jeff Mabery (Yam) and Jon Ortner (Hon).

Several readers have informed us that we erred in telling a letter writer from Kansas that there were no professional dirt track races scheduled for Kansas in August. The listings in the AMA's magazine, American Motorcyclist, show a two-day half mile race meet in Stockton, California. That should read Stockton, Kansas! The Rooks County Free Fair will host the $2000 doubleheader on August 13-14 with action scheduled for 1 p.m. both days. Stockton is located in northwest Kansas and the racing will take place at the city's fairgrounds. For more information, call 913/434-2672.

APPOINTED: Don Moery, by Yamaha Motor Corporation, U.S.A., to the position of national sales manager; sales responsibility includes management of the regional field operations and for the sales of motorcycles, snowmobiles, ATVs, and scooters in those regions; prior to this appointment, which was announced by Merle Karts, Yamaha vice president/director, sales and marketing, Moery was West Region sales manager; Gene Jurick, previous manager of the Dallas regional sales operation, has become manager of the expanded West Region.

Wayne and Sandy Heckly of Orlando, Florida, were the double Grand Prize winners of the Yamaha FreeWheelin' FunStakes. The Heckles received both the Yamaha FZR1000 and the Toyota SR5 Sport Pickup. The FunStakes was held in conjunction with more than 30 Yamaha Tent Sales across Yamaha's Southeast Region and drew 52,000 entries. In addition to the prizes, the Heckles were the guests of Yamaha at their 8th Annual Family Affair at Dollywood Theme Park in Piegon Forge, Tennessee.

The Gran Carrera de Campeones, a 350-mile off-road race, will take place in Baja, Mexico, over the October 2-4 weekend. Presented by On-Dirt Magazine and the city of San Felipe, the race is open to motorcycles, ATVs, buggies and trucks. Entries open August 1 and close September 14. For entry forms or more information, contact Baja Promotions, P.O. Box 241, Van Nuys, CA 91308, 818/340-5750.

STOLEN: 1986 Husqvarna 500 Cross-Country, ID #20530470, California green sticker #E01K03, from the Cockey Bull's parking lot in Victorville, California, the evening of July 16; the bike is white with a blue seat, White Power "upside down" front fork, blue anodized skid plate and pipe protector; a reward is being offered for information leading to the recovery of the bike; if you have any such information, call the Sheriff's office at 619/245-4211 (reference #87006545-07) or 714/996-9116.

Ed "Duct Tapes" Hertfelder, a long time member of New Jersey's Meteor M.C., tells us that the November 15 Sandy Lane Enduro will be the 50th Anniversary Sandy Lane. "Our first Sandy Lane was in 1923, and the three years off during World War II makes this the 50th running," said Hertfelder. "This is the longest running enduro in AMA records sponsored by the original club and we're really proud of it. Jack Pine is older, but it's been sponsored by many different clubs." The event's starting area is in Chatsworth, New Jersey. For entry blanks or more information, contact: Meteor M.C. P.O. Box 78, Grenloch, NJ 08032.

Cliff Carr, co-promoter of the LaCarrera race, is looking for 20 qualified road racers to take part in a race which will run in conjunction with the October 18 Mexican Formula One car GP in Mexico City. For more information, call Carr at 818/703-5083.

Road racer Jim Cox of Las Vegas, Nevada, called to say we listed his sponsors incorrectly in our coverage of a recent PRRO race. Cox is sponsored by J&D Racing, Cycle Town, Metzeler Tires, Kerker, Dyno Jet R&D, Kal-Gard, RK Chain, Quadrofoligo and MC Tires.

The 6th Annual All British Car & Cycle Meet will take place in Kansas City, Kansas, September 5-6. Last year's meet drew over 6000 spectators and included 50 motorcycles and 350 cars. Motorcycle entries are expected to double this year. Prizes will be awarded in 12 motorcycle classes, including Best in Show and Worst in Show. Events include field meets and a swap meet. The event will take place at the Ramada Inn-Southeast, 6101 E. 87 Street in Kansas City. For more info, contact Jack Turner, 12908 W. 67th St., Shawnee, KS 66216, 913/268-4401.

American Honda will be sending two Team Honda Support trucks and three Support technicians to both the NMA MX Championships at Ponca City, Oklahoma, (August 3-9) and the AMA Youth/Amateur MX Championships at Hurricane Mills, Tennessee, (August 10-15). The technicians will provide Honda-mounted riders with tech advice and assistance on set-up and maintenance. A limited number of parts for 1987 CR's will be on hand for out-of-the-ordinary repairs. Both the advice and parts will be provided free of charge. Because the supply of parts will be limited, competitors are urged to bring their own supply of parts for routine maintenance such as pistons, rings, gaskets, clutches, chains and sprockets. Honda is posting contingency awards in the form of gift certificates at both Ponca City and Loretta Lynn's for the top three finishers in each class using 1987 Honda CR's. Details will be available at the Team Honda trucks at the events.

A public hearing on AB2410, a bill by California Assemblyman Steven Peace (D-Chula Vista) which would reverse a directive by the State Department of Parks and Recreation to ban off-road vehicles from Anza Borrego State Park, has been postponed until August 19. The measure originally was scheduled to be heard July 8 in the Assembly Water Parks and

(Continued to page 8)

Senate bill could ban superbikes

By Farren Williams

WASHINGTON, DC, JULY 23

U.S. Senator Danforth (R-MO) today introduced the 1987 "Motorcycle Safety Act," (S1536) which could prohibit street use of superbikes sold in the United States.

The legislation is aimed at preventing the street use of popular high-performance motorcycles such as Kawasaki's Ninja, Honda's Hurricane, Yamaha's FZ and Suzuki's GSXR.

Under the legislation, the U.S. Secretary of Transportation would be required to develop safety standards which would eliminate superbike "hazards." Such a move could effectively legislate superbikes out of existence.

Danforth's bill asks the Department of Transportation to establish a maximum rate-of-acceleration and a maximum horsepower-to-weight ratio for superbikes and urges the Transportation Department to, "consider other methods," to decrease superbike performance.

"In 1984, a totally new and unique type of motorcycle became available in the U.S.," said Danforth. "It can only be described as a killer bike."

"Indy 500 race cars have no place on public streets and highways," said Danforth. "Sticks of dynamite have no place at a family Fourth of July. Killer motorcycles have no place on neighborhood streets.

"The marketing of killer cycles is a lesson in corporate irresponsibility," Danforth charged, taking a swing at the Japanese manufacturers. "The ads are directed at teenage males — 'zero to 55 faster than you can read this' — one ad said.

"The combination of these racing machines and young, inexperienced riders is deadly," said Danforth. "In southern California, young riders are racing these bikes on the public streets. Down narrow, twisting canyon roads near Los Angeles, packs of six or more riders fight for position in the left lane. These riders frequently run head-on into oncoming traffic.

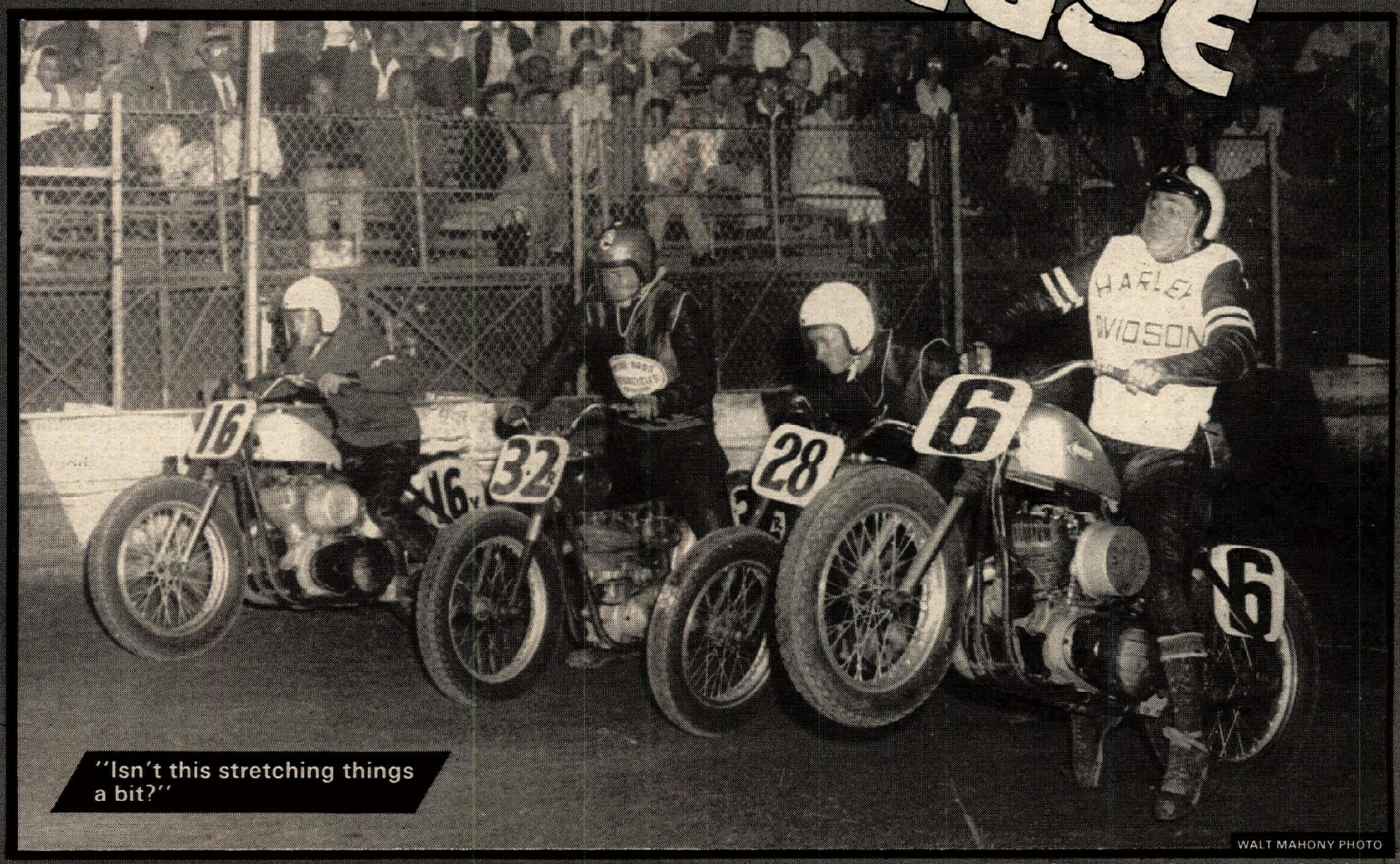
"Police officers cannot safely chase these killer cycles," the senator said. "They are too fast."

Danforth's bill also would require the Secretary of Commerce to report to Congress on the extent to which foreign manufacturers are restricted by their own governments from selling superbikes in their home countries.

"The clear hazards to life and limb of this dangerous consumer product are particularly galling because the Japanese, who manufacturer the superbikes, all but ban their sale in Japan because of safety concerns," charged Danforth. "In Japan, it is virtually impossible to get a license to operate a motorcycle with more than a 400cc engine. In addition, the Japanese manufacturers have an unwritten agreement with the Japanese government not to sell any motorcycle with over 750cc (engines) in Japan."

Letters may be sent to Senator Danforth at 499 Russell Senate Office Building, Washington, DC 20510. •

Over the edge



"Isn't this stretching things a bit?"

WALT MAHONY PHOTO

Copyright Page 3 Productions. From an idea by Carol Sims

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America's motorcycle newspaper

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BPA Consumer Audit Division Membership Applied For December 1986.

ON THE FRONT PAGE: Winner of the Le Mans French GP, Randy Mamola. See page 10. Norton's 1950 Manx road racer. See page 20 for Manx test. Photos by Paul Carruthers and Phil Masters.

voices

Dear OHV Enthusiast

We're making progress! On June 25, I was successful in gaining approval from the State Assembly to find a Los Angeles County area off-highway vehicle park. The Assembly passed my bill, AB 539, to provide $2.73 million from the OHV fund to acquire and develop a park. The bill will now be heard in the Senate.

That's the good news. Unfortunately, there's still foot-dragging going on in Los Angeles over the choice of a site. The environmental impact reports have been completed for land in Bee Canyon and Hume Canyon in the Santa Clarita Valley, but no decision has yet been made. Presently, the county is considering the petitions filed by disgruntled homeowner groups, who believe that neither site is acceptable. If this is true, then they should immediately begin to find a more suitable location.

It's a good idea for all OHV users to let their representative on the Los Angeles Board of Supervisors know of their interest and support for a speedy resolution to site selection. You can write them at: Los Angeles Hall of Administration, 500 West Temple St., Los Angeles, CA 90012.

It's vitally important that the thousands of OHVers in the Los Angeles area be provided access to a safe, environmentally appropriate recreational park. I will continue my efforts in Sacramento to make sure the funding is there when the site is chosen. Thank you for your help.

RICHARD KATZ
39th Assembly District
California State Assembly
State Capitol
Sacramento, CA 95814

While you're writing a letter to your representative, drop Assemblyman Katz a thank you note for his efforts on behalf of off-road riders . . . Editor.

Dear American Express

Many of our 142,000 members have written to complain about the current American Express commercial that depicts purse snatchers on a motorcycle. I have seen the commercial myself, and I agree they have good reason to complain. You may realize that there are several million of us who are law abiding motorcycle owners in this country, and almost every day we see or experience something that unnecessarily depicts motorcyclists as lawless or antisocial. Whether or not you intended to do so, your commercial perpetuates this worn-out stereotype.

On behalf of the Association, I would like to officially request that you take this commercial off the air immediately.

So that you will not believe that we are the kind of organization that emerges only to complain, I would like to advise you that we have an ongoing awards program called the "AMA Brighter Image Award," and these have been bestowed on personalities like Malcolm Forbes and Jay Leno and on companies like Eastman Kodak. Kodak has released at least two television commercials that present motorcycling in a very favorable light. We would love to find ourselves in a position someday to bestow one of our Brighter Image Awards on American Express as well.

I appreciate your consideration.

ED YOUNGBLOOD
President, AMA
Westerville, OH

Dear American Express

Please remove my name from your mailing list. Though I have always considered obtaining an American Express card, it will no longer be in contention for my charge dollars because of the recent commercial depicting motorcyclists as criminals.

Motorcycling has had enough negative (and usually misleading) publicity over the last 30 years without a respected corporation like American Express contributing its bit. You must have forgotten that there are millions of motorcyclists in this country who control billions of dollars in disposable income, and that the vast majority of those people are decent, law abiding citizens like myself.

Again, I am sorry to see American Express behind such negative publicity. Please do not ask for my support when your company lends the worst kind of support to my interests.

DAVID K. CHOATE
West Chester, OH

Comments regarding the American Express commercial should be sent to Mr. Edwin Cooperman, President, Consumer Card Group, American Express, Box 770, New York, NY 10274 . . . Editor.

Thumbs down

If the Harley Barf (Buell) sells, maybe P.T. Barnum was right.

We used to think Honda Dreams were ugly.

JERRY McDONALD
Corpus Christi, TX

Godspeed, Dick

We recently lost a good friend and motorcycle enthusiast like few others to a bout with cancer. Dick Phares has been for years the man we turned to when we had a big job to do and it had to be done right. Dick was instrumental in organizing pit crews and support for Team Husky in all the SCORE races as well as ISDE events. Dick was also a long-time member of the Los Ancianos M.C. and was deeply involved in organizing the Tecate Enduro.

Dick loved the sport and the people in it and we have all benefitted by his unselfish generousity.

Godspeed, Dick. We will miss you.

WAYNE CORNELIUS
Malcolm Smith Products
Riverside, CA

Big Ed

When I first heard that the Old Time Newsies of Dayton, an organization I have long been associated with, had decided to engage "Big Ed" Beckley as a feature attraction for our 17th Annual Old Time Newsies for Charity AMA Regional Championship Half Mile, I had my doubts.

"Big Ed" is a stunt man. He jumps over cars and trucks. He really isn't interested in motorcycling, I thought.

But "Big Ed" proved to be more than that. He turned out to be a great showman, a real crowd pleaser. But he also proved to be an enthusiastic motorcyclist.

Not only did he promote the sport of motorcycling, but he led the Motorcyclists for MD Ride we had the next day, proving to be both an excellent and safety conscious motorcyclist. "Big Ed" earned the respect of all us motorcycling enthusiasts.

J.R. KELLEY
Chairman
KK Motorcycle Supply
Dayton, OH

Where's Archie Fairweather?

The Kickapoo Kowboys Motorcycle Club was formed in the early '50s and their main project was the Ancell Ranch Run, a 35- to 40-mile event over the 17,000 acres of the George B. Ancell Ranch west of Wichita Falls, Texas.

We former Kowboys had a reunion last year and on only a week's notice over 60 Kowboys showed up for sessions of watching videotapes of old exploits, including hillclimbs, scrambles and the Ancell Ranch Run. We decided to hold an annual reunion and this year we hope to be bigger and better on November 28.

My main reason for writing is that we are seeking the person who helped build the Ancell Ranch run into a nationally known event. His pen name was Archie Fairweather and he wrote of riding his BoB (Bucket of Bolts) to many events of his fictitious experiences at many National dirt track races and events including the Ranch Run. Some of the things he said in print about us let us know that he must have been a Kowboy. Please help us find Archie Fairweather!

We are going to have a big reunion this year with or without him, but his presence would brighten our gathering. Drop me a line if you know where Archie is.

FRANK HARRISON
1809 Garfield St.
Wichita Falls, TX 76309

Cheap, fast and low key

We just returned from the Vintage road races at Summit Point, West Virginia. Gary Winn, director of American Historic Racing Motorcycle Association (AHRMA), pointed out to us that *Cycle News* was co-sponsoring the races. For that we are extremely grateful and offer our thanks.

Special thanks also to Roger Edmondson of AMA/CCS for fitting the AHRMA races into his schedule. The members of the Middle Atlantic Road Racers Club deserve recognition and support for a fine job of working the corners and coordinating the safety program.

Vintage racing is particularly unique in this world of high tech racing, because it can be cheap, fast and low key. One can be as sophisticated as he or she wishes and race exotic equipment, or keep it simple by just resurrecting that old "thumper" sitting in the back of the garage.

ROBERT "SNUFFY" SMITH
Exton, PA

Yamaha aces French course.

Randy Mamola finished first in his class at the French Grand Prix, the eighth round of the World Championship Road Race Series at Le Mans.

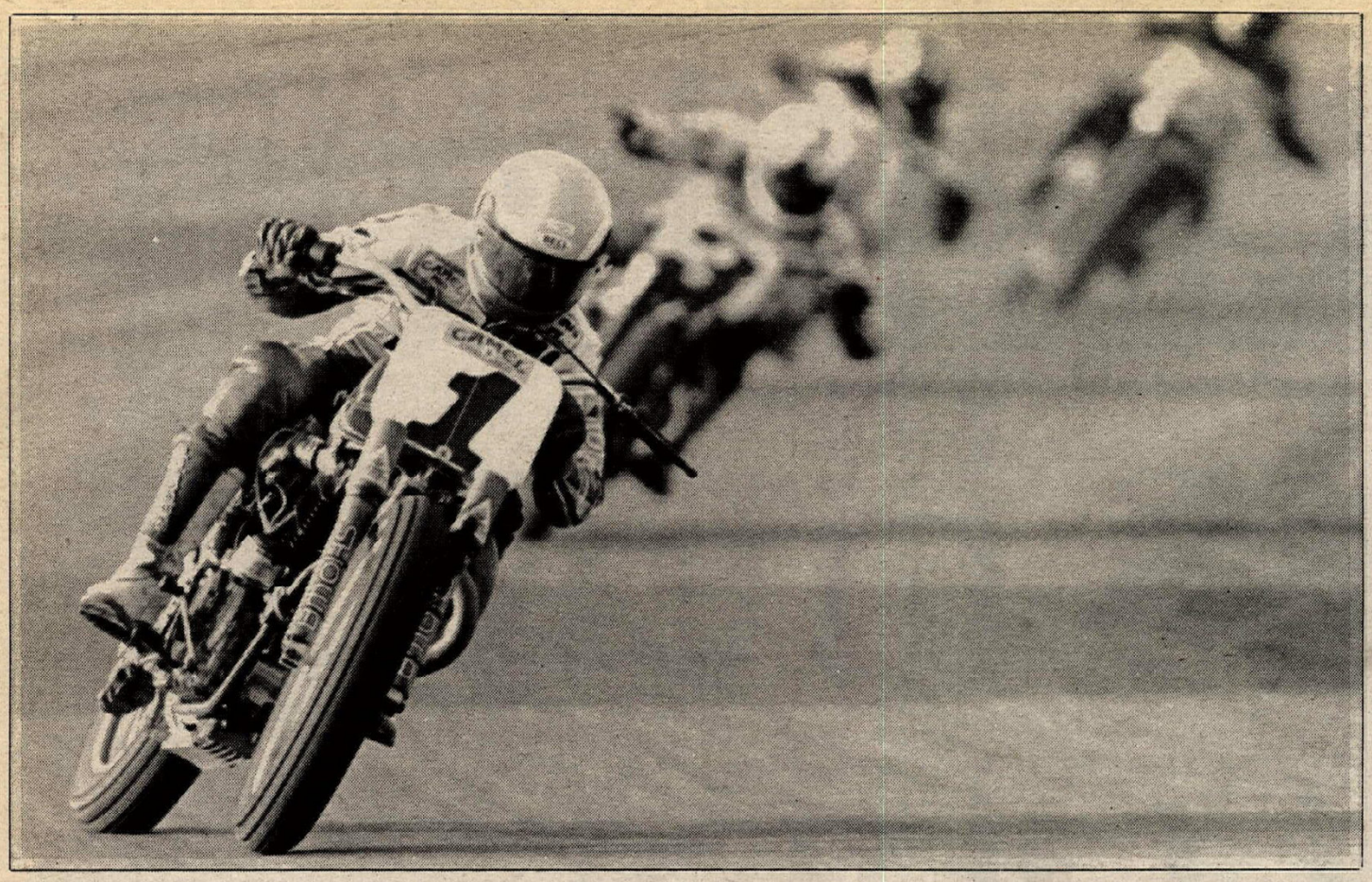
Despite torrential rains, Mamola and his YZR500 finished the race early. A good 43 seconds ahead of the pack.

Which goes to show. How well you do in a course can depend on where you sit.

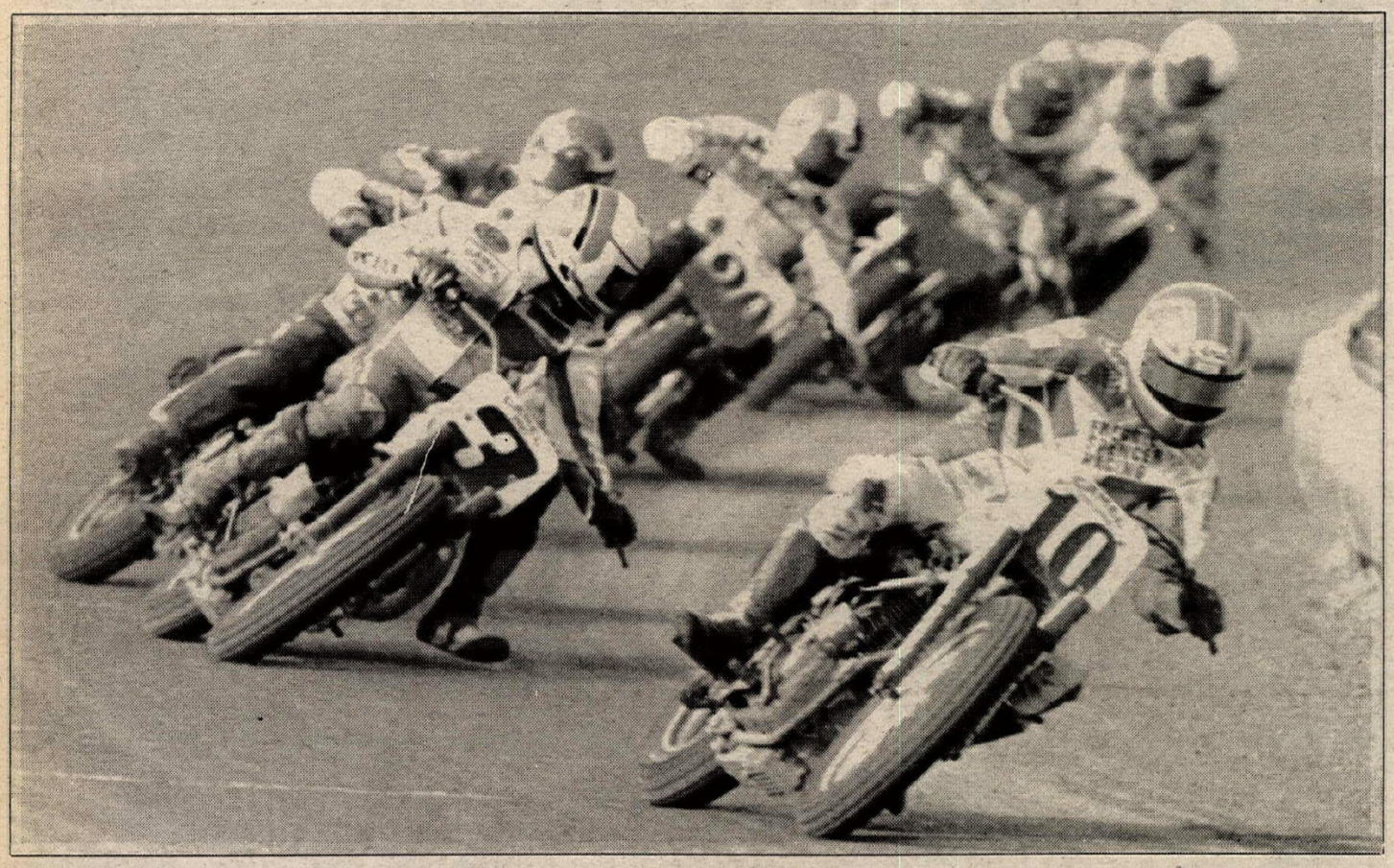
Especially when you're sitting on a Yamaha.

YAMAHA

We make the difference.™



Bubba Shobert (1) won his third National in a row on DuQuoin's "Magic Mile" at the Illinois State Fairgrounds.



Doug Chandler (10) looked ahead while former National champ Ricky Graham (3) checked out the competition.

Shobert won his second Camel Challenge race in as many weeks.

AMA Grand National Championship Dirt Track Series/Camel Pro Series: Rounds 11/9

Shobert rolls to DuQuoin Mile win

By Farren Williams
Photos by Bert Shepard
DUQUOIN, IL, JULY 26

Grand National Champion Bubba Shobert is on a roll. Team Honda's Shobert, who won the Camel Pro Parkersburg Half Mile last week and the Laguna Seca Road Race National the week before, came away with his third National win in a row today on the "Magic Mile" at the Illinois State Fairgrounds in DuQuoin. The victory pushed Shobert's National career wins to 29.

Shobert not only won the Camel Pro main event on DuQuoin's "Magic Mile," oval — his third consecutive DuQuoin victory since 1985 — but also set fastest time, won the fastest heat race of the day and powered to a convincing victory in the $17,500, five-lap Camel Challenge sprint race between the top six qualifiers.

Second place in the 25-lap feature race went to two-time National Champion Ricky Graham, and Pioneer Truck Lines pilot Alex Jorgensen finished third before 8132 excited Illinois race fans.

Shobert almost lost the race in the final corner when his RS750 Honda quit running going into turn three on the last lap. He moved over and let Graham pass on the inside, then drafted past Graham at the finish line when his factory mount unexpectedly refired.

"The whole race the bike was sputtering," Shobert said. "On the last lap I felt something, then on the backstraight, going into turn three, she quit and I moved over to let Ricky go, then she just took off again."

The main event was marred by a six-rider crash in turn three on lap 12 when the engine blew on Ted Boody's Hud Racing Honda, spewing oil onto his rear tire and onto the track. Boody, who was running ninth at the time, went down instantly and the riders following him into the turn hit the oil on the groove and tumbled like falling dominoes. Boody was joined in the hay bales by Sammy Sweet, Ronnie Jones, Rich King, Steve Eklund and Steve Morehead.

Sweet and Morehead were airlifted by helicopter to nearby Good Samaritan Hospital in Mt. Vernon. Morehead had complained of stomach pains and Sweet was suffering severe neck and back pain. Eklund was transported by ambulance to a local hospital in DuQuoin with a possible fractured arm. Morehead and Eklund were released the day of the race and Sweet was scheduled to be released the following Monday. None of the riders reportedly suffered broken bones.

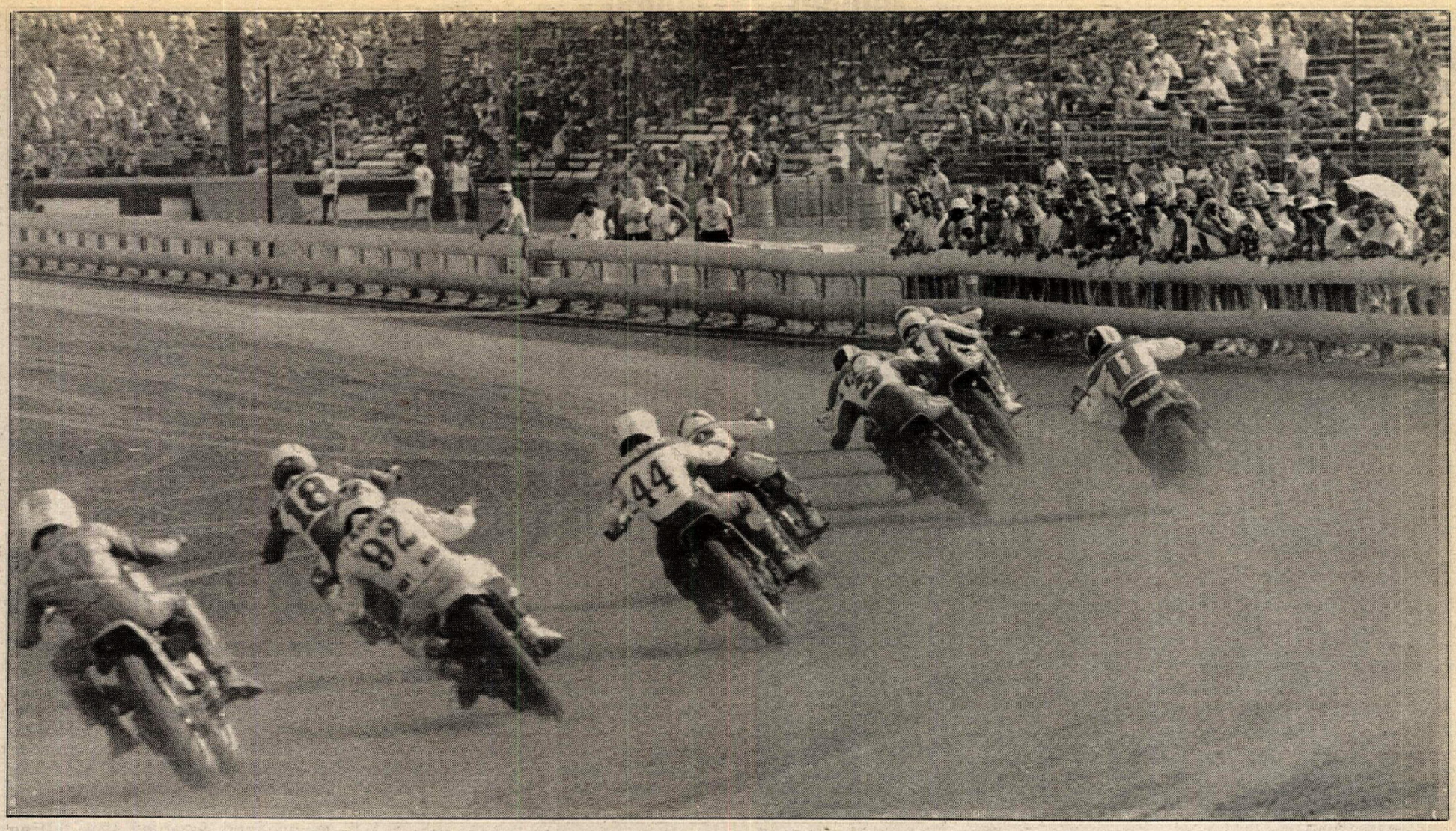
"I went into turn three and it was like someone pulled the rug out from under me," said Boody. "The cases cracked and spilled oil. I've fallen a bunch of times on dirt but never that quick. It was like falling on a road racer."

King was the only rider who made the restart. Boody was out with blown cases and Jones was not allowed to restart the race because he had made repairs in the pits, which officials described as illegal under AMA rules.

Shobert collected $10,000 for winning the Camel Challenge and pocketed another $5180, plus bonuses and contingencies, for topping the main event. Graham's share of the $40,000 purse came to $3435 and Jorgensen took home third place money of $2240.

The victory gave Shobert a 112-92 advantage over road racer Wayne Rainey in the Camel Pro Series point standings. Dirt tracker Doug Chandler is third in the standings with 86 points, while road racer Kevin Schwantz is listed fourth with 72 points.

Chandler, who finished fourth in the National, maintained his lead over Team Harley-Davidson's Scott Parker in the battle for the Grand National Championship Dirt Track Series title. Chandler leads Parker, who finished seventh, 140-133, while Shobert closed the gap on the two front runners by pushing his total to 131 points.



The race was so tight during the first 12 laps that up to 10 riders shared the same draft and the top six riders swapped the lead constantly.

Time Trials

Shobert showed everyone the fastest way around the "Magic Mile" aboard his Skip Eaken/Ray Plumb-tuned factory Honda, stopping the clock at 36.320 seconds to set fastest time, more than a full second off his own record of 35.259, set last year.

Jones was second fastest with a 36.538 showing, LZ Racing/KK Motorcycle Supply's Doug Davis qualified third fastest with a time of 36.499 and Jorgensen claimed the pole position in heat race four with a 36.612 showing. Eklund, Chandler, Graham, Scott Pearson, Rodney Farris and Rainey filled out the top 10.

Robert Farver was the 48th and final Expert to qualify from the 53 riders who made the attempt. His cutoff time was 38.983

Heats

Pearson was first off the line at the start of the initial 10-lap Expert heat race, with Hud Racing's Billy Herndon and Shobert in tow. Shobert drafted past both riders to take the lead at the end of the back straight and never looked back. Pearson hounded Shobert from second until lap five when a rod broke in his brand new RS750 engine, forcing him out of the race. Herndon and Maryland's Rodney Farris traded second for the rest of the race with Herdon getting the nod at the flag. Shobert's winning time was 6:08.281, seven seconds faster than heat two, the second-fastest heat.

Rainey nailed the holeshot at the start of heat two, but Graham dove under him in turn four to take the point position before the first lap was complete. Graham settled into first and pulled away, while Jones and Terry Poovey bumped Rainey to fourth by the midway point and rode in a dead heat for second place for the rest of the race. Graham, sponsored by Arai/Bel-Ray/ERC/Tsubaki, had a comfortable lead at the checkers while Poovey niped Jones by half a length. Rainey was semi bound.

Doug Chandler led Shobert (1), Terry Poovey (18), Graham (3) Chris Carr, Scott Parker, Alex Jorgensen (44) Hank Scott (14) Rodney Farris (92) and Jim Filice (17Z) out of turn four early during the final.

Heat three featured an intense battle between Freddie Spencer/SuperTrapp Racing's Chandler and factory Harley-Davidson rider Chris Carr, as well as a superb comeback ride by Carr's factory Harley teammate, Parker. Chandler and Carr traded the lead continuously for the first seven laps before Chandler finally pulled away for good on lap eight. Carr held onto second but Parker, who rode from fifth to third around Davis and Jimmy Filice, almost nipped Carr at the line. Parker came up half a length short, but third was good enough for the last direct transfer to the feature race.

Boody dogged Jorgensen for the full 10 laps in the fourth Expert heat race and got around the Pioneer Truck Lines/Indian MC Supply/Storz/Hi-Point/Red Line rider a couple of times, but in the end had to settle for second. Sweet and Eklund traded third for most of the race with Sweet claiming the final transfer spot at the checkers.

Semis

KK Motorcycle Supply's Honda-mounted Hank Scott swapped the lead with Rainey for the first four laps before taking firm control of the first 10-lap Expert semi on lap five. Steve Morehead, riding an H-D Motor Co./R&B Harley-Davidson borrowed from three-time National Champion Jay Springsteen, came off the starting line in fourth and charged hard. He bumped Rainey to third and took the lead from Scott on lap nine with an inside move going into turn one. Scott retook the lead in turn three, however, and held on for the win. Second place put Morehead in the main; Rainey's third earned him a spot in the Last Chance Qualifier.

The second semi was red flagged on the first lap when Randy Texter blew an engine going into turn three, causing Brian McDowell to go down hard into the hay bales when the pack scrambled to get around Texter. McDowell went to a nearby hospital on his own and returned with a bandaged throttle hand and broken finger.

Filice took the point on the restart and held it to the finish despite constant harrassment from Eklund. The Gardner Racing rider pressured Filice all the way to the checkered flag but couldn't find his way around. Both riders transferred to the final.

Last Chance Qualifier

Rich King swapped the lead with Rainey, George Roeder, Doug Davis and Pete Hames in the 10-lap LCQ before finally taking the win. King's victory earned him the 17th and final position on the main event starting grid. Davis finished second and Rainey took third.

Camel Challenge

The five-lap Camel Challenge could have been called, "The Bubba Shobert Show." The American Honda rider nailed the holeshot and pulled away to easily win his second Camel Challenge race in as many weekends (he also won the Camel Challenge in Parkersburg on July 18).

Jones held second for the first lap, but Chandler passed the GF Racing pilot going into turns one and two at the beginning of lap two. Chandler tried to keep Shobert in his sights, but the factory rider pulled away and Chandler had to settle for second.

Jorgenson bumped Jones to fourth on lap two, which set the finishing positions for good. At the checkers, the order read: Shobert, Chandler, Jorgensen, Jones, Davis and Eklund.

"Bubba got a good start, broke the draft and got away from us," Chandler said.

"That's the plan," Shobert said when asked after the Challenge race if he would win it all at DuQuoin.

"But you never know," he said. "The main event is a long race. I think it'll have a lot to do with tires. It will be hard to break away. Guys will be helping each other with the draft."

National

Shobert might have considered breaking away hard to do, but that's exactly what he tried at the start of the 25-lap main event, powering off the first row to lead the "Rolling Thunder Show" into turn one.

Graham, Chandler, Carr and Parker were in tow as Shobert exited turn two, and it was Chandler who held it on the longest going into turn three, sweeping by Graham and Shobert to claim the lead.

Shobert had been correct, he couldn't break away. In fact, the top nine riders were circulating in close formation, riding in the same draft, and Shobert, his factory Honda sputtering, began to slip backward in the pack.

Chandler led lap two with Carr and Shobert in tow. Parker, riding on the cushion while everyone else stayed on the groove, moved from fourth to first on lap three, crossing the start/finish line in a dead heat with Graham and Chandler while Carr and Shobert trailed.

The top six riders continued to mix it up in every turn and at the end of five laps it was Chandler back in front, holding off Carr, Graham and Parker, who had abandoned his high line. Sweet and Poovey had moved into fifth and sixth, respectively, while seventh-place Shobert held off Jorgensen, Morehead and Scott.

On lap seven the front three read Chandler, Graham, Carr; on lap eight Carr lead Chandler and Graham, and lap nine saw Graham with the edge over Chandler and Carr.

Shobert, who was sixth on the 10th lap, moved into first by lap 12 when his bike began to run well again, but his progress was halted by the red flag when Boody led five other riders to the track surface in turn three.

Riders not involved in the spill used the break (which lasted almost 1 ½ hours because the helicopter had to return before officials could restart the race) to change rear tires — everyone started the final 13 laps with fresh rubber.

Shobert led Chandler, Parker, Graham, Poovey, Carr, Jorgensen, Scott, Filice, Farris and King off the line on the single-row restart. Only 11 of the 17 Experts who started the race rode the final 13 laps.

Shobert settled into a lead he would never relinquish, except for that brief moment on lap 25 when he was forced to let Graham power by.

Chandler settled into second while Graham and Poovey, who is backed by Shoei/Marioneaux Racing/Hap Jones/Portco/Tsubaki, battled for third until Graham got by for good on lap 17. Jorgensen was circulating in fifth, and sixth-running Scott set the pace for Harley teammates Carr and Parker. Felice was well off Parker's pace, but held the edge on Farris who was well ahead of King. King was running dead last with a misfiring engine.

Graham took second from Chandler on lap 19 and held the spot until the end. Jorgensen bumped fourth-running Poovey to fifth on the white flag lap, then passed Chandler to claim third on the last go-around.

Shobert out-horsepowered Graham across the line and Jorgensen took third with the freight train of Chandler, Poovey, Carr, Parker and Scott in tow. Filice and Farris finished well behind the front runners, while King limped home to 11th.

Filling out the official order of finish were Herndon (who scratched just before the restart), Jones, Eklund, Sweet, Morehead and Boody.

Controversy erupted at the start/finish line when both Carr and Parker accused Graham of rough riding.

"What were you doing out there," an obviously upset Parker asked Graham. "We're not racing for that much money. We don't need to bump each other out there."

"You were trying to bump me off the track," Graham retaliated.

"The first half of the race I was bumped by another rider and the same rider almost put my teammate down," said Carr. "You know who we're talking about."

"Yeah, I'm a bad guy," said Graham in the winner's circle. "I'm tired of being a nice guy. Scotty passed me on the outside and he was going to pull back down. I guess he expected me to shut off. I don't know." •

Results

25-LAP NATIONAL: 1. Bubba Shobert (Hon); 2. Ricky Graham (Hon); 3. Alex Jorgensen (Hon); 4. Doug Chandler (Hon); 5. Terry Poovey (Hon); 6. Chris Carr (H-D); 7. Scott Parker (H-D); 8. Hank Scott (Hon); 9. Jimmy Filice (H-D); 10. Rodney Farris (Hon); 11. Rich King (Hon); 12. Billy Herndon (Hon); 13. Ronnie Jones (Hon); 14. Steve Eklund (H-D); 15. Sammy Sweet (H-D); 16. Steve Morehead (H-D); 17. Ted Boody (Hon).

FIVE-LAP CAMEL CHALLENGE: 1. Bubba Shobert (Hon); 2. Doug Chandler (Hon); 3. Alex Jorgensen (Hon); 4. Ronnie Jones (Hon); 5. Doug Davis (H-D); 6. Steve Eklund (H-D).

AMA GRAND NATIONAL CHAMPIONSHIP DIRT TRACK SERIES POINT STANDINGS: 1. Doug Chandler (140); 2. Scott Parker (133); 3. Bubba Shobert (131); 4. Chris Carr (116); 5. Ricky Graham (110); 6. Ronnie Jones (90); 7. Scott Pearson (82); 8. Terry Poovey (70); 9. Alex Jorgensen (59); 10. Don Estep (55); 11. Ted Boody (49); 12. (TIE) Steve Morehead/Steve Eklund (38); 14. Sammy Sweet (31); 15. Rich King (29); 16. Pete Hames (28); 17. Hank Scott (20); 18. Tim Mertens (18); 19. Jim Filice (17); 20. (TIE) Jay Springsteen/Rodney Farris (16).

CAMEL PRO SERIES POINT STANDINGS; 1. Bubba Shobert (112); 2. Wayne Rainey (92); 3. Doug Chandler (86); 4. Kevin Schwantz (72); 5. Scott Parker (52); 6. Doug Polen (47); 7. (TIE) Dan Chivington/Ricky Graham (39); 9. Chris Carr (36); 10. Rueben McMurter (32).

Wind

(Continued from page 2)

Wildlife Committee; a committee spokesman could give no reason for the postponement. Letters supporting the measure should be sent to the committee c/o Assemblyman Steven Peace, State Capital, Sacramento, California, 95814.

A strong team of foreign speedway racers, headed by World Champion Hans Nielsen of Denmark, will tackle an American team led by National Champion Bobby Schwartz in a two-race meet which is also being billed as "U.S.A. vs. the World II". Action gets underway at Ascot South Bay Stadium on Thursday night, July 30. Then, on Saturday night, August 1, the action takes place on the famed Ascot half mile track. Joining Nielsen on the World Team are England's Phil Collins and Marvin Cox, Czechoslovakia's Ales Dryml, Australian John Tittman, New Zealand's Larry Ross and Sweden's Jan Andersson. In addition to Schwartz, the American team includes Mike Faria, Rob Pfetzing, Bobby Ott, Steve Lucero, John Cook and Gary Hicks. Multi-time World Champion Ivan Mauger is the World Team's manager. A special exhibition Quad race will involve actor Lorenzo Lamas, star of TV's Falcon Crest, going up against an as of yet unnamed opponent.

HosPITal STOP: Gary Bailey suffered a badly bruised kidney when he crashed on a double jump during a motocross school he was conducting in Texas last week. Bailey returned to his Axton, Virginia, home, but entered the Martinsville Hospital where the kidney damage was diagnosed. He's expecting to be released within two or three days of our press day, Monday, July 27. Cards and letters should be sent to P.O. Box 130, Axton, VA 24054.

Contrary to an announcement by AMA District 17, the August 9 Hill & Gully Enduro in Roselawn, Indiana, will not be a Regional Championship event, according to Douglas Graham of the Hill & Gully Riders. "Regional status was impossible due to the fact that a Regional Enduro is scheduled in Michigan for the same date," said Graham. As a non-Regional event, the Hill & Gully Enduro will be a "family" enduro approximately 70 miles in length and, according to Graham, all riders should be able to finish within their hour. For more information, contact Jim Gaspar at 312/895-3048.

Dick Phares, who was heavily involved with the ISDE U.S. Trophy Team effort since 1983, the off-road pit coordinater for Team Husqvarna since 1977 and one of the major organizers of the Los Ancianos Motorcycle Club's Tecate Enduro, died of cancer, July 20. Phares, 45, is survived by his wife Alva and son Mark. Cards and letters can be sent c/o Acerbis Plastica USA, 10911-H Wheatlands Ave., Santee, CA 92071. •

Anaheim Stadium contract awarded to Mickey Thompson

By Clark Emery

ANAHEIM, CA, JULY 21

The Anaheim City Council today awarded an exclusive contract for the promotion of off-road motorsport events in Anaheim Stadium to Mickey Thompson Entertainment Group (MTEG), effectively killing any chance that an AMA-sanctioned supercross will be held in the facility next year.

During the month of January for the past 12 years, three promoters — Mike Goodwin's Supercross Inc. (SXI), MTEG, and Pace/SRO — have staged various motorsport events in Anaheim Stadium, including AMA-sanctioned supercross (promoted by SXI), off-road truck and auto racing (MTEG events), and tractor pulls and mud bogs (promoted by Pace/SRO).

The city of Anaheim put the January, 1988, stadium dates up for bid last January with MTEG, SXI and Pace/SRO making bids. Following debate today, the council voted 4-1 to award an exclusive contract to the high bidder — MTEG — consolidating all off-road racing events at Anaheim Stadium under one promoter.

Council members voting in favor of the award were William Ehrle, Fred Hunter, Marion Kaywood and Anaheim Mayor Ben Bay. Council member Irv Pickler opposed the measure.

Since the Insport Agreement between SXI, Pace/SRO and the AMA gives SXI exclusive rights to promote AMA-sanctioned supercross races in southern California, at least for the next two years, the action taken by the city council eliminates the possibility of any AMA-sanctioned supercross in Anaheim during 1988.

"(Factory-sponsored riders) will not ride in an event that is not sanctioned by the American Motorcyclist Association," Goodwin's attorney, William Lobel, warned the members of the city council during debate.

"We are applying for an AMA sanction, and I see no reason why we won't eventually get the AMA sanction," Thompson countered.

"We're going to put a full-bore effort into this thing," Thompson later told *Cycle News*. "There's no question that we're going to fill this place up — AMA sanctioned or not. We would prefer to be AMA sanctioned, but if we're not, we'll still fill it.

"Right now, I don't know if we're going to call it supercross or ultracross, but we're going to have a big series, with or without the AMA," said Thompson. "We would like to be with the AMA; we think they're a good organization."

"Anaheim is a very important market for the factories (but factory participation) would depend on the format of the event," said Yamaha Race Team Manager Kenny Clark. "If they (MTEG) have trucks and buggies, and motorcycles are only a fifth of the racing, then I would have to go to the marketing people here at Yamaha and let them decide."

"I don't think Yamaha or any of the other factories want to get involved with this issue between two promoters," he said. "We're developing a sit-back-and-wait attitude on the subject."

Goodwin and SXI Event Manager Jeanne Sleeper were unavailable for comment. •

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Anton Mang tied for 1st place 250cc Class.

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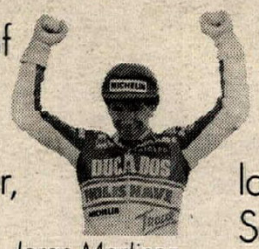

Jorge Martinez 1st place 80cc Class.

Like Wayne Gardner, first in the 500cc class. Anton Mang and Reinhold Roth, tied for first in the 250cc class. All three on Michelin Radials. Fausto Gresini and Jorge Martinez, first in the 125 and 80cc classes respectively. Both on Michelin tires. And Suzuki riders Moineau and Le Bihan first in the Endurance Series.

Both on Michelin Radials. Seems like European History repeats itself.

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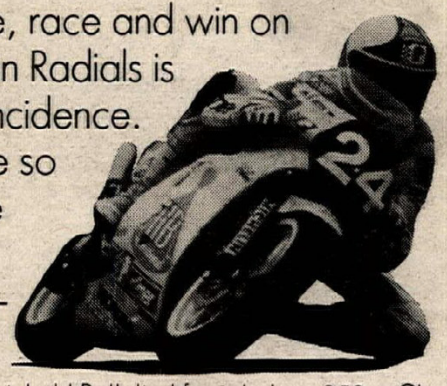

Reinhold Roth tied for 1st place 250cc Class.

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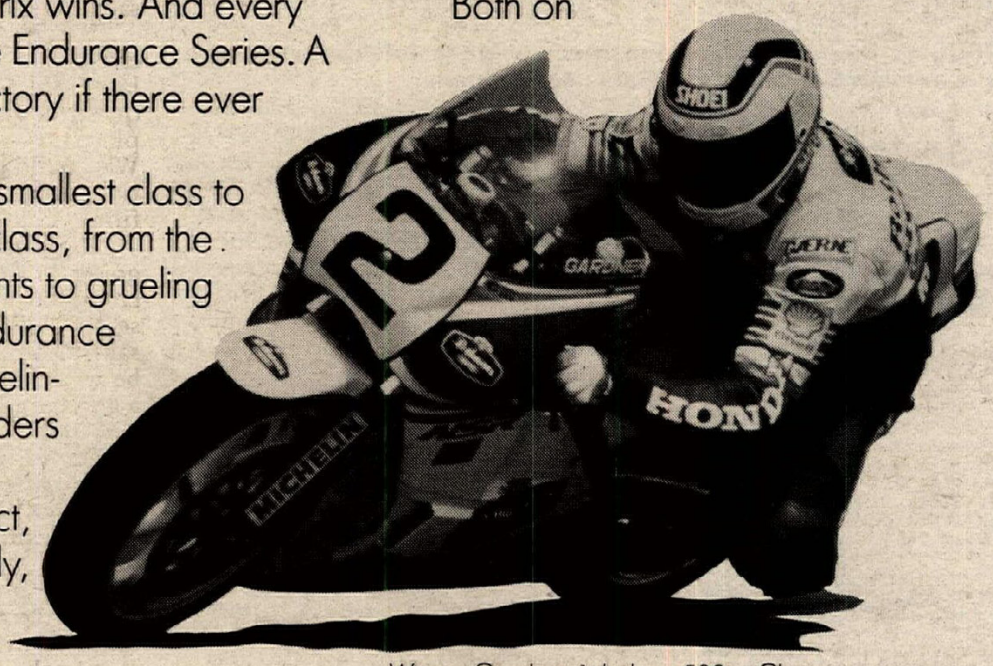

Wayne Gardner 1st place 500cc Class.

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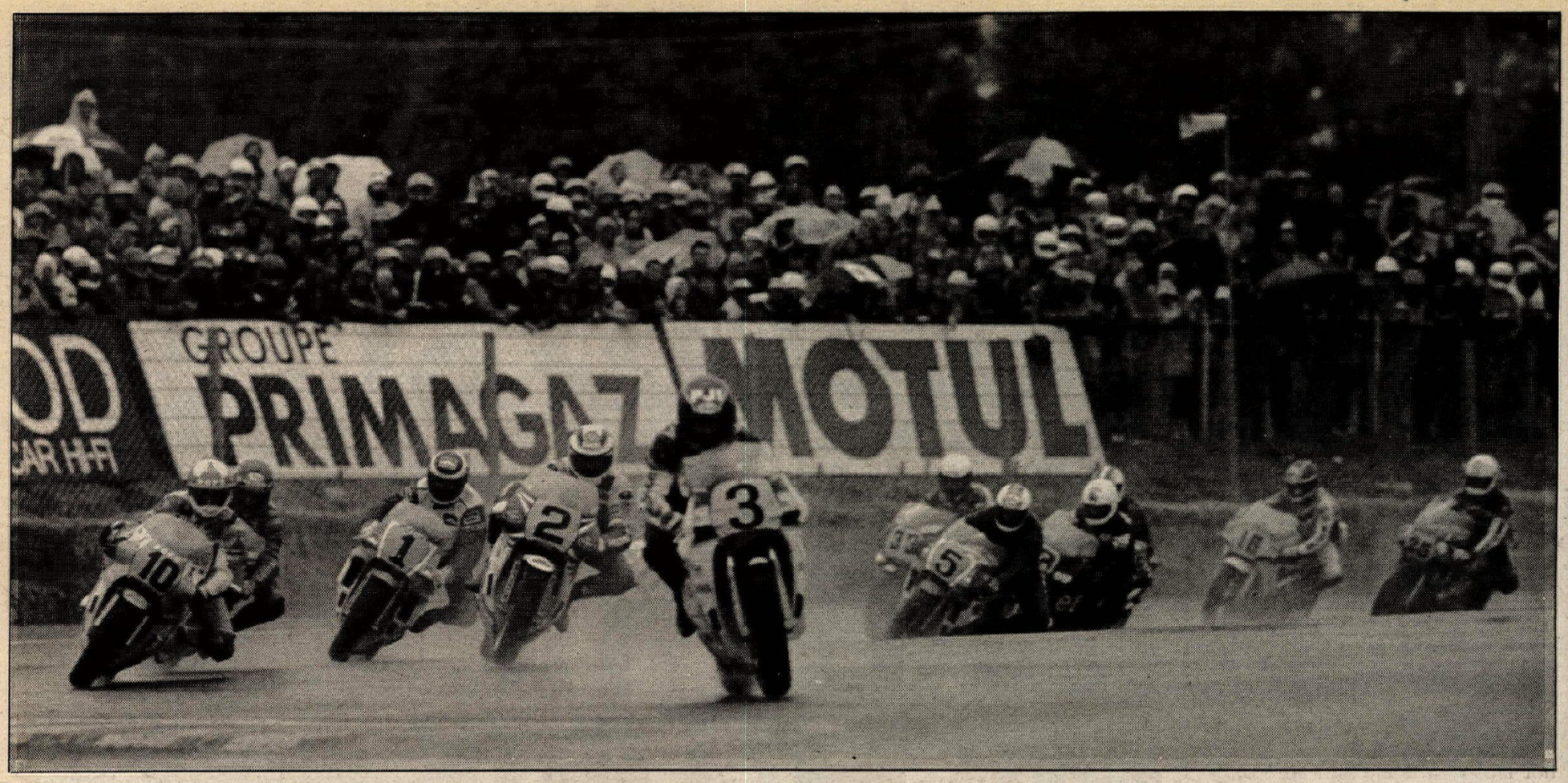
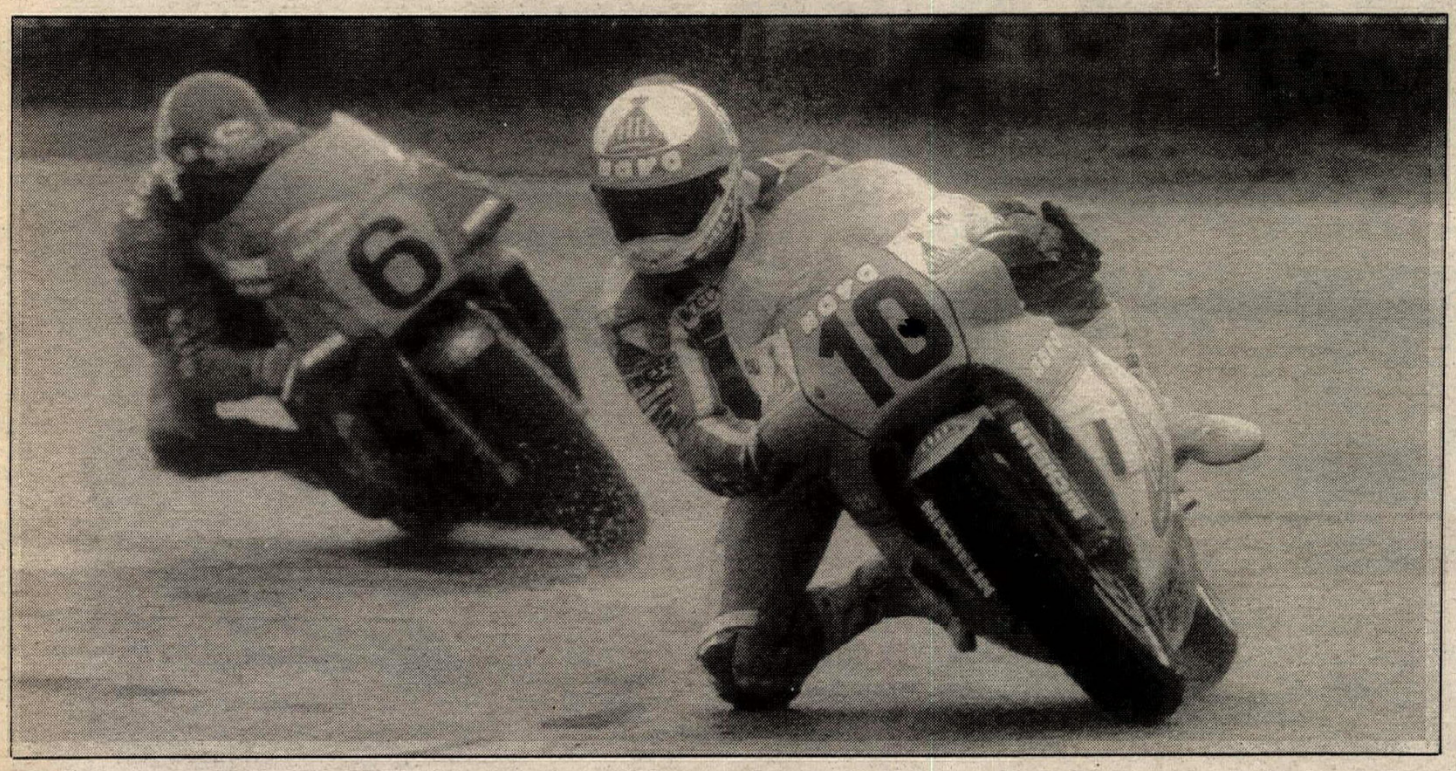


Randy Mamola (3) leads Wayne Gardner (2), P.F. Chili (10), Eddie Lawson (1) and the rest of the 500cc pack through the first chicane.



Chili (10) powered his three-cylinder Honda NS500 to a second place finish at Le Mans for his best-ever Grand Prix finish; here he leads third place finisher Christian Sarron on the Gauloises Yamaha.

World Championship Road Race Series: Round 8

Mamola's the master at Le Mans

By Paul Carruthers
Photos by Patrick Gosling and Carruthers
LE MANS, FRANCE, JULY 17

Rain master Randy Mamola won his second wet Grand Prix of the season in dominating fashion while closing to near striking distance of series point leader Wayne Gardner at the Circuit Bugatti in northern France.

Team Lucky Strike Roberts' Mamola used the superiority of his Dunlop rain tires to top HB Honda's surprise second place finisher Pier-Francesco Chili by 34 seconds. Local hero and fast qualifier Christian Sarron finished third on the Gauloises Blondes Yamaha. A cautious Gardner, who now leads Mamola by only 12 points, and England's Ron Haslam rounded out the top five.

Defending World Champion Eddie Lawson and the Marlboro Yamaha squad suffered through a terrible weekend at Le Mans; both Lawson and teammate Rob McElnea crashed during the rain-sodden event after Japan's Tadahiko Taira eliminated himself with a practice crash on Thursday. Taira suffered a broken collarbone when his YZR500 seized in the ultra-fast turn one.

While Mamola showed his rain-riding strength, the American hero in France proved to be Suzuki's Kevin Schwantz. The Texan qualified on the front row (a first for both he and the new V-four Suzuki), crashed in the final corner of the first lap in the GP and remounted without a right footpeg to charge through the 36-rider field for a ninth place finish.

The 250cc battle was also held in the rain, and West German Reinhold Roth powered his Honda NSR250 to a convincing, Mamola-like win over the other Sarron, Dominique. Third place fell to Carlos Cardus with fellow Spaniard Sito Pons and West Germany's Manfred Herweh finishing fourth and fifth, respectively.

HB Honda's Roth moved clear from Rothmans Honda's Anton Mang in the title chase. Mang, who was tied going into the French round with Roth, was involved in a crash with Jacques Cornu that eliminated both of them from the race. The blonde Roth now leads Mang in the championship by 15 points, 82-67.

The also rain-sodden 125cc race was won by Italy's Fausto Gresini on the invincible Garelli; it was the Italian's sixth win in six attempts in 1987. Gresini beat the single-cylinder Honda of Ezio Gianola by 42 seconds on the 2.48-mile track. Third place fell to Gresini's Garelli teammate Bruno Casanova. Austrian Mike Leitner and Paolo Casoli rounded out the top five.

Sidecar action saw former World Champion Rolf Biland and Kurt Waltisperg taking their LCR Krauser to an easy win over the team of Streuer/Schnieders. Championship leaders Steve Webster and Toni Hewitt maintained their point lead with a third place finish on the Fowler Yamaha.

The Yamaha 500cc V-fours received the new carburetors, exhaust pipes and cylinders that Lawson debuted at Assen for practice at Le Mans. This, however, would all go out the window come race day because of the horrendous conditions; Lawson would even switch back to the old-style exhaust pipes in an effort to squelch power.

The constant Yamaha effort to match the speed of the NSR500 Hondas seemed to be working as Sarron dominated all the practice sessions, both wet and dry. The Frenchman was the only legitimate contender that had tested and raced on the slightly-altered Bugatti circuit; a layout with two new chicanes described by Lawson as a "go-kart track."

The extra track time and encouragment from the partisan crowd added up to a Sarron pole position, his first-ever on a 500. Sarron had

clocked a 1:42.38. "When I made the fastest lap in the morning session, I knew I could do better but I was hoping not," Sarron said after the final session on Saturday. "Because when you ride to the limit you always take big risks. So in the afternoon I look to the other riders and when I saw that nobody was closing on my time I felt happy."

Second quickest was Gardner and the NSR500 with a 1:42.97. "I had one bike with a good engine and one with a dud engine," Gardner said. "The one with the dud engine was the one that was handling good, so we'll switch motors for tomorrow. It was raining in the last corners on the lap I thought would be my fast one. With the good engine, I think the bike will be a competitive package."

Next on the grid came Lawson with his 1:43.13. Although happier with the ever-improving Yamaha after a test session at Misano in Italy, the World Champion simply stated, "I'm still riding like an old lady; I hate this place."

HB Honda's Niall Mackenzie (1:43.14) and Suzuki's Schwantz (1:43.84) rounded out the front row. Schwantz, who crashed in the wet/dry session on Friday afternoon, said, "Yatsushiro got in my way on my hot lap. I tried the same tire on a wider rim, but it wasn't as good as I thought it would be. We changed it back and then the bike seemed a bit rich."

Mamola was back in seventh with his Team Lucky Strike Roberts teammate Richard Scott holding down 10th. "I started feeling good and got behind Eddie (Lawson), but it rained in the last three corners," Mamola, who was feeling the effects of a head and earache, said. "I felt a lot better after the practice than I did going into it."

Scott was one of the few enjoying the Bugatti circuit. "It's good," he said. "It's a bit like a motocross track and you ride it like a motocross track. You wouldn't want to do it every week, but it's good for a change."

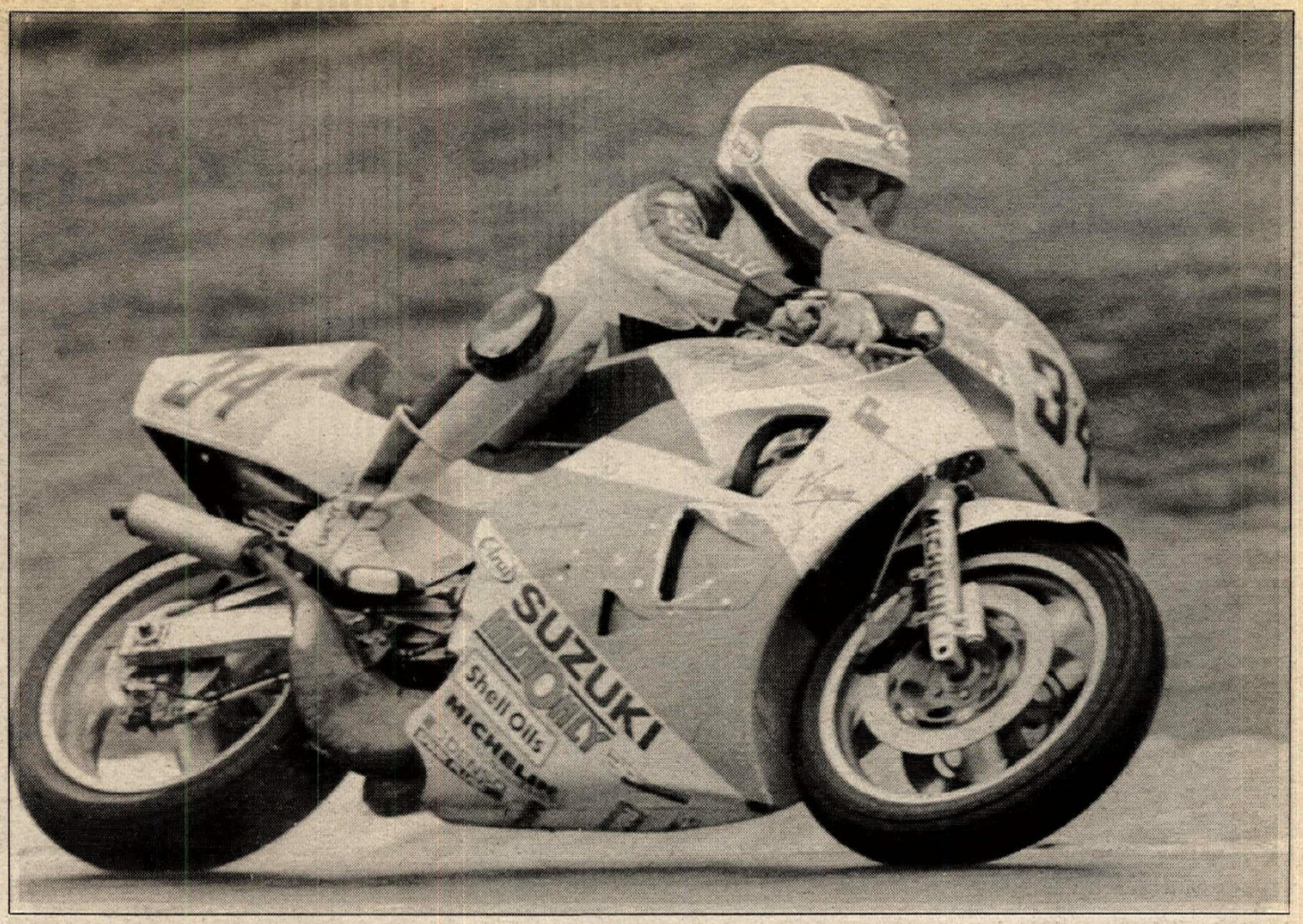
England's Kenny Irons had the other V-four Suzuki on the second row in sixth spot with Raymond Roche on the Cagiva in eighth after Mamola. McElnea had the second Marlboro Yamaha in the ninth qualifying spot.

The first non-V-four-cylinder machine was Chili's Honda NS500 sitting on the 12th spot on the grid. England's Ron Haslam was expected to race the new Elf4 at Le Mans, but he encountered front brake problems during practice. Due to time-consuming practice on the Elf4, Haslam did only three laps on the standard NSR500 Honda, but opted to use it anyway. He will try again at Donington Park with the Elf4.

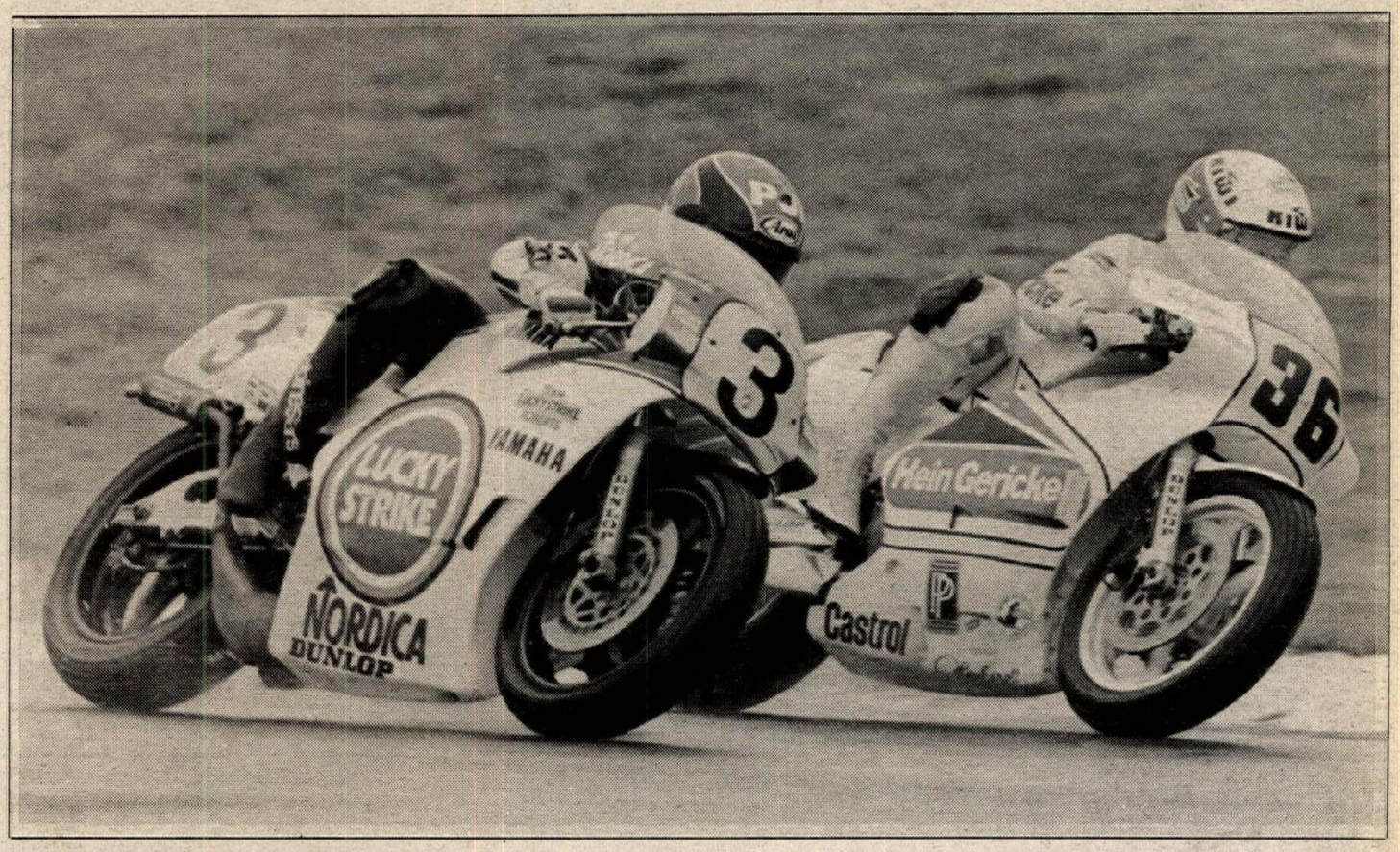
With rain falling as hard as it had all week, Mamola's domination started immediately as the field sprayed its way into the first turn and the newly-added first chicane. By the end of the first lap the Lucky Strike pilot led Gardner by 1.3 seconds. Lawson held third with Sarron and Chili holding the top five positions. Schwantz, meanwhile, was down in the first-gear, final corner and was trying to escape from the corner marshalls.

"I had just passed Rob Mac (McElnea) and I went in and it did a complete spin," Schwantz explained later. "The marshalls held me until everyone went by; they were trying to pull me backwards, but I had the front brake on. I was hoping Eddie (Lawson) was there so he could have hit 'em."

Schwantz, minus his right footpeg, got back underway 36th in the 36-rider field.



Kevin Schwantz finished ninth after crashing on the first lap and getting away 36th without a right footpeg.



Randy Mamola (3) was the master in the rain at Le Mans; here he passes lapped rider Manfred Fischer.

The next to go was Lawson on lap two, in the corner after the downhill. "I guess I just grabbed too much front brake and I lost the front," he said. "The water was really deep right there. I took a full-on body slam to the body. It (the track) was like an ice-skating rink."

Richard Scott followed Lawson's example and crashed on the third lap. "I was going quite fast and grabbed too much front brake," the New Zealander said. "I just went straight off."

Sarron, meanwhile, had moved in behind Mamola, but the Californian was pulling away quickly; leading by over 12 seconds after four laps.

The difference in traction between Mamola and the Michelin-mounted men was like night and day with Mamola accelerating hard out of the corners without much problem. The Michelin-mounted four-cylinder bikes, meanwhile, were spinning in every gear down the front straight with riders short-shifting in an effort to find traction.

The exception was Chili and the NS500 three-cylinder; the tractability of the less-powerful machine was in evidence as he gained on and joined the Gardner/Sarron battle for second.

Chili's Honda was also using a standard Michelin rain tire while the factory stars were using a new "trick" rear tire that featured different compound and tread design. The tire ended up being not so trick; proving that Michelin is still slightly behind in the rain tire wars.

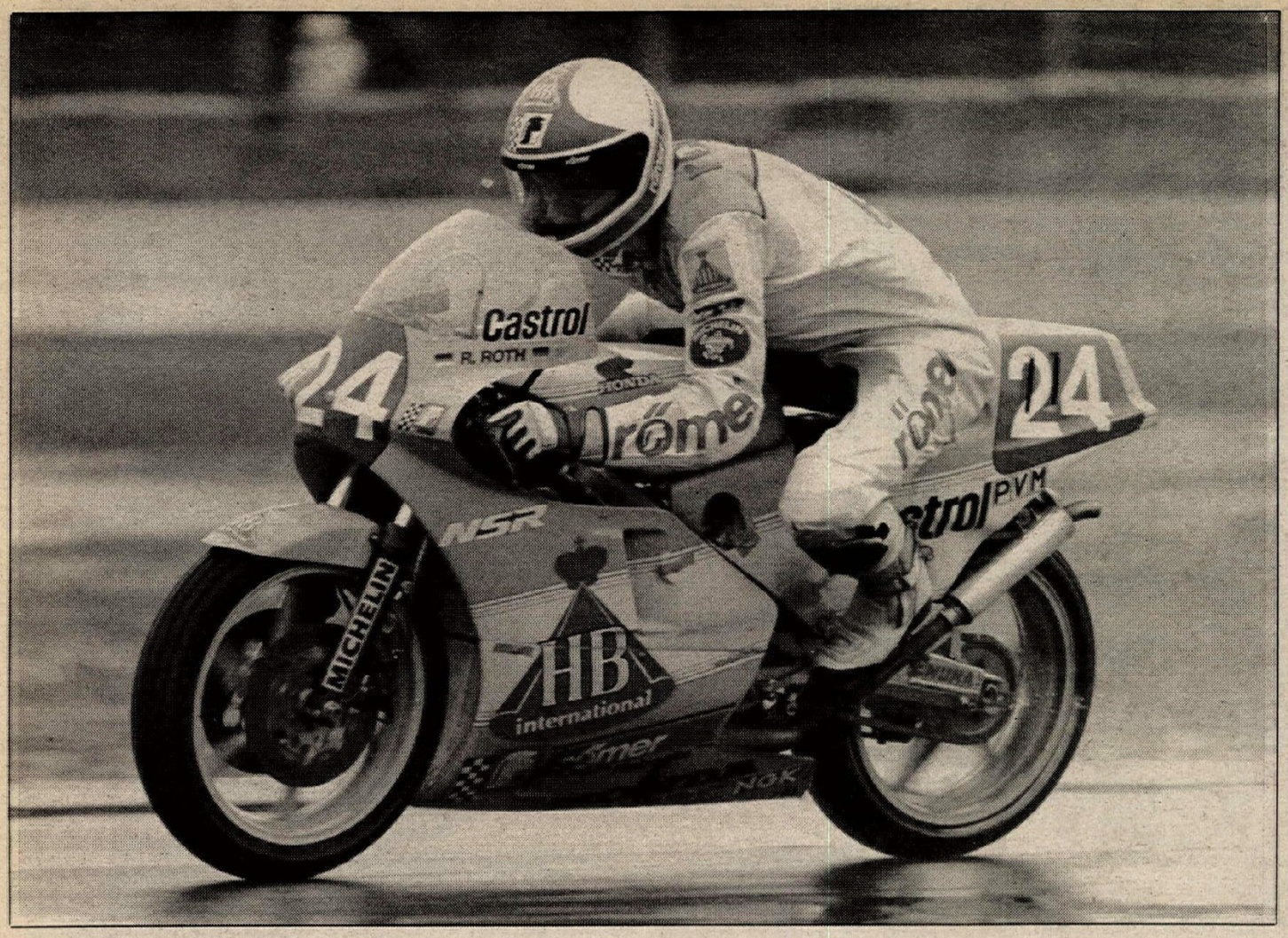
The order after five laps read: Mamola, Sarron, Chili, Yatsushiro, Mackenzie, Haslam, Irons, McElnea, Roger Burnett and Wolfgang Von Muralt. Schwantz crossed the finish line in 16th place.

Mamola's ride was flawless. The northern Californian led the Gardner/Chili/Sarron duel by 14 seconds after eight of the 29 laps. He led the now Chili/Sarron battle by 19.5 seconds on the 16th lap, by 22 seconds on the 24th lap and crossed the finish line over 30 seconds ahead of Chili.

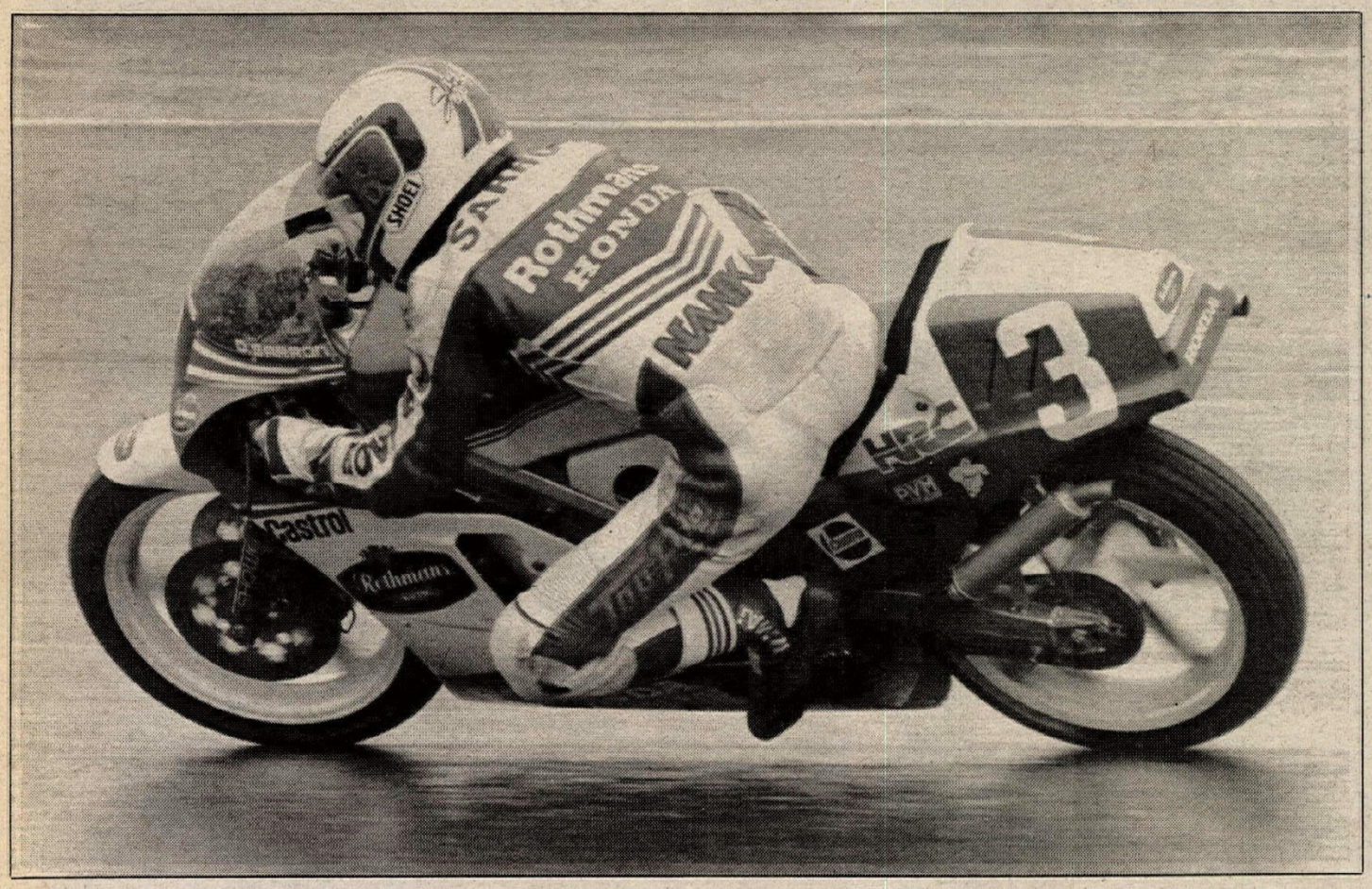
Chili started getting the better of Sarron for good on the 17th lap and eventually pulled away to take second place by over 11 seconds. Gardner was having troubles with front wheel slides and decided fourth was better than a crash.

"I wasn't going anywhere, so I gave up," the Australian said. "I went straight about eight times and kept locking up the front."

Gardner had a charging Irons to contend with as the Englishman closed to within striking distance before going straight in a corner to



West German Reinhold Roth extended his 250cc championship point lead with a runaway win in the rain.



Dominque Sarron enthralled the partisan French crowd with his second place finish in the 250cc class.

avoiding crashing. Haslam got by Irons and set out after Gardner; closing to within four seconds late in the race.

Irons got back in the fray to end up sixth behind Haslam, his best-ever Grand Prix finish.

Mackenzie held off the constant threat of Yatsushiro to finish seventh. Schwantz, meanwhile, was putting on a show. The Texan was 23.5 seconds behind the 10th-placed Roger Burnett on the eighth lap, but was closing at an incredible rate while charging through traffic. On the 20th lap he trailed Burnett by only 1.7 seconds before locking the front wheel and going straight.

On the next go-around he was again 10.3 seconds behind Burnett after "flat-tracking" through the French mud. Four laps later he was past Burnett and charging after Yatsushiro. On the final lap he reeled-in the Japanese Honda NSR500 pilot, but came up just short at the finish line.

"If I'd known where the finish line was I might have been able to get him a few corners earlier," Schwantz said. "I thought it was up there (at the start line)."

Burnett held on to finish behind Schwantz, rounding out the top 10.

"From the start to the end I never made a mistake," Mamola said. "I had a few slides, but it was natural for this wet of a circuit. I don't think anyone was not sliding. I don't think my tire is any better than anyone elses, I think it's my mental outlook. A lot give up a little (when it starts to rain), but I know what I can do."

Mamola added confidently, "If it rains in all of them, we'll win."

Chili credited his success to the tractiblity of the NS500.

Sarron felt he chose the wrong tire for Sunday's race. "I should have used the tire I had on the bike when I set the fastest time on Friday," he said. "I also had ignition problems almost from the start, perhaps it was water because the bike misfired out of every corner."

The first official practice for the 250cc class on Friday turned into a crashfest as wet/dry conditions brought down Dominque Sarron, Carlos Cardus, Manfred Herweh (twice), Toni Mang, Carlos Lavado (twice), Sito Pons and Jacques Cornu twice. Juan Garriga's fall was the worst with the Italian suffering a broken pelvis.

After Saturday's dry sessions it was Dominque Sarron joining his brother Christian on the pole. The Rothmans Honda pilot circulated the twisty track in 1:46.58. Second on the grid went to Marlboro Yamaha's Martin Wimmer with his 1:46.69. The West German was healed from his broken right ankle and the shifter was moved back to the more comfortable right side of the Yamaha.

Third place on the grid was occupied by Roth's 1:46.71. Mang (1:47.25) and Cornu (1:47.63) filled the front row.

The consistent Roth started quickly and led every lap of the 250cc GP, earning his first win of the season. He led by three seconds on the second lap, 12 seconds on the 10th, 13.5 on the 15th and by over 15 at the finish. Roth was using the old style Michelin rain tire, similar to that of Chili's.

The battle for second was a more heated affair. First it was Mang, then it was Cardus and finally it was Sarron, who battled back from a bad start and was hit by the crashing Stephane Mertens on the first lap.

Mang and Cornu also crashed later on the 16th lap with Cornu diving under and running into Mang. Sarron took over second for good on the 13th lap after his battle with Cardus.

By this time defending World Champion Carlos Lavado was in the paddock; suffering from his practice crashes and not wanting to risk further problems while running out of the points.

Pons broke free for fourth after the Mang/Cornu crash and held the position to the flag. Herweh, Hans Lidner, Loris Reggiani on the Aprilia, Jean Philippe Ruggia, Donnie McLeod (his first points of the year on the EMC) and Wimmer rounded out the point paying top 10. •

Results

500: 1. Randy Mamola (Yam); 2. Pier-Francesco Chili (Hon); 3. Christian Sarron (Yam); 4. Wayne Gardner (Hon); 5. Ron Haslam (Hon); 6. Kenny Irons (Suz); 7. Niall Mackenzie (Hon); 8. Shunji Yatsushiro (Hon); 9. Kevin Schwantz (Suz); 10. Roger Burnett (Hon).
RACE DISTANCE: 29 laps, 71.92 miles.
AVERAGE SPEED: 78.386 mph.

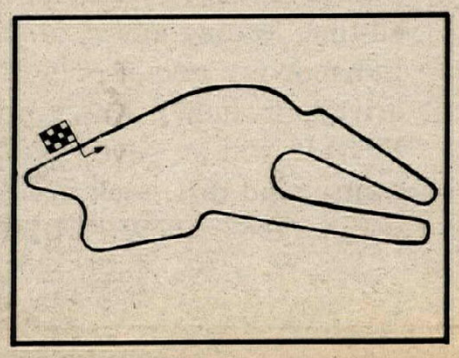
250: 1. Reinhold Roth (Hon); 2. Dominique Sarron (Hon); 3. Carlos Cardus (Hon); 4. Sito Pons (Hon); 5. Manfred Herweh (Hon); 6. Hans Lindner (Hon); 7. Loris Reggiani (Apr); 8. Jean Philippe Ruggia (Yam); 9. Donnie McLeod (EMC); 10. Martin Wimmer (Yam).
RACE DISTANCE: 24 laps, 59.52 miles.
AVERAGE SPEED: 78.540 mph.

125: 1. Fausto Gresini (Gar); 2. Ezio Gianola (Hon); 3. Bruno Casanova (Gar); 4. Mike Leitner (MBA); 5. Paolo Casoli (AGV); 6. Johnny Wickstrom (MBA); 7. Domenico Brigaglia (AGV); 8. Olivier Liegeois (ASX); 9. Gastone Grasetti (MBA); 10. Femming Kistrup (MBA).
RACE DISTANCE: 22 laps, 54.56 miles.
AVERAGE SPEED: 73.31 mph.

SIDECAR: 1. Biland/Waltisperg (LCR); 2. Streuer/Schnieders (Yam); 3. Webster/Hewitt (Yam); 4. Michel/Fresc (LCR); 5. Jones/Ayres (LCR); 6. Kumagaya/Barlow (Yam); 7. Van Kempen/De Haas (Yam); 8. Abbott/Smith (Yam); 9. Zurbrugg/Birchall; 10. Scherer/Gess (BSR).
RACE DISTANCE: 22 laps, 54.56 miles.
AVERAGE SPEED: 76.27 mph.

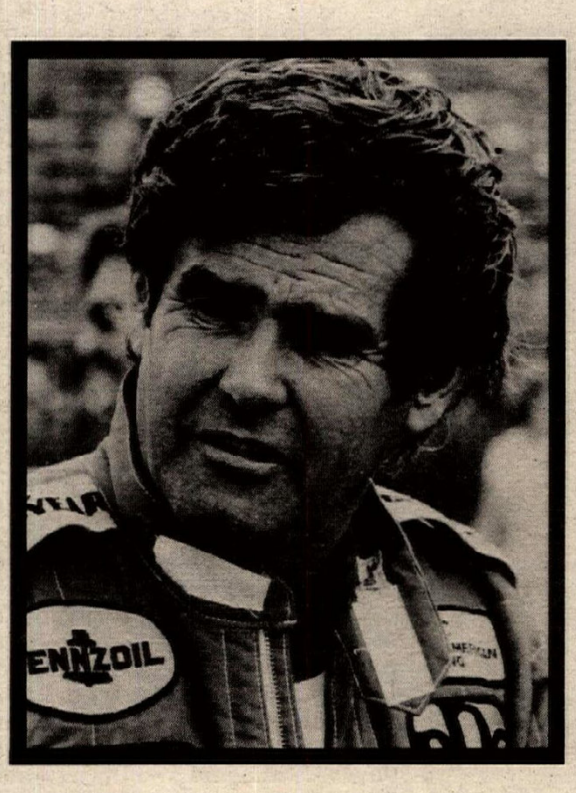
500cc WORLD CHAMPIONSHIP POINT STANDINGS: 1. Wayne Gardner (93); 2. Randy Mamola (81); 3. Eddie Lawson (64); 4. Ron Haslam (60); 5. Pier-Francesco Chili (37); 6. (TIE) Tadahiko Taira/Rob McElnea (28); 8. Niall Mackenzie (27); 9. Christian Sarron (25); 10. Roger Burnett (16).

250cc WORLD CHAMPIONSHIP POINT STANDINGS: 1. Reinhold Roth (82); 2. Anton Mang (67); 3. Sito Pons (53); 4. Jacques Cornu (42); 5. Dominique Sarron (39); 6. Carlos Cardus (36); 7. Martin Wimmer (35); 8. Carlos Lavado (30); 9. Loris Reggiani (28); 10. Juan Garriga (23).



"I read DIRT RIDER to keep up on what's happening in the motorcycle world."

—Al Unser



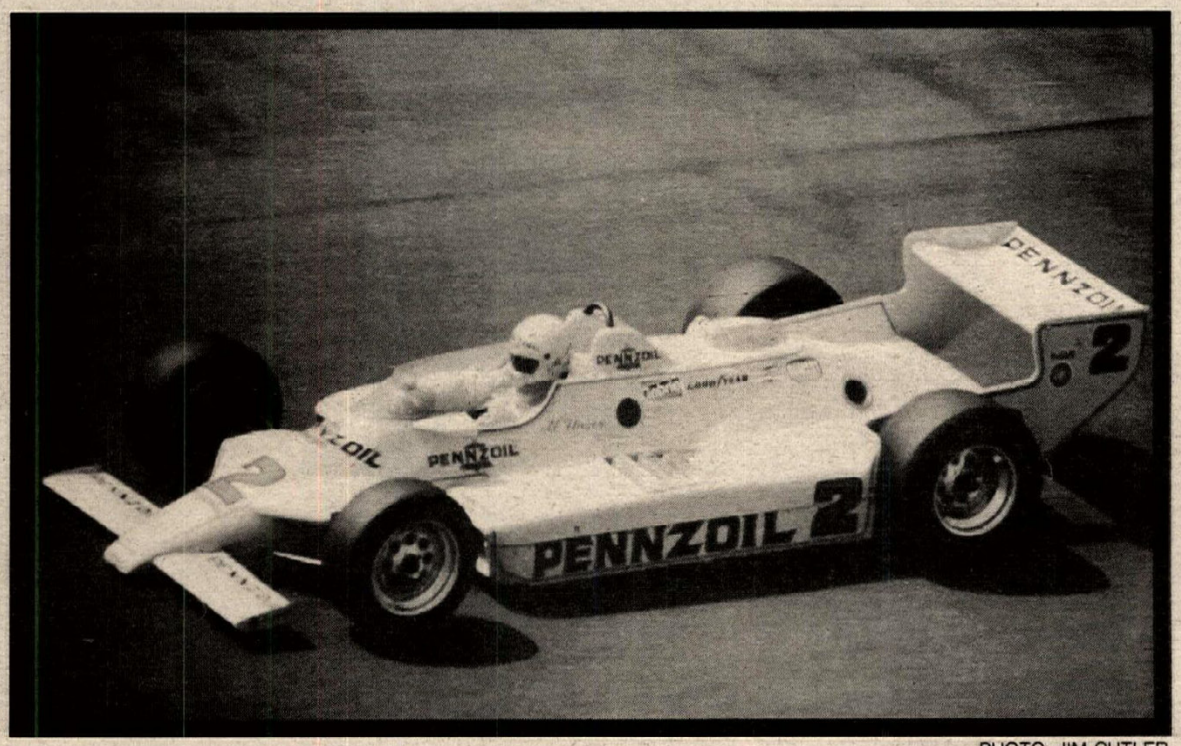


PHOTO: JIM CUTLER

Name: Al Unser

Occupation: Race car driver

Job description: "I drive!"

Auto racing career: Three-time Indy car national champion (1970, 1983, 1985); at 46, oldest Indy car champion in history; all-time leading Indy car money winner ($5,342,952); ranks third (behind A.J. Foyt and Mario Andretti) in all-time career victories with 39; ranks second in career starts; ranks fourth in all-time pole positions; ranks third among all-time lap leaders; only driver in Indy car history to win "Triple Crown" of 500-milers by sweeping Indianapolis, Pocono, and Ontario (1978); four-time Indianapolis 500 winner (1970, 1971, 1978, 1987); all-time leading money winner at Indianapolis; one of only three drivers (including Andretti and Foyt) to win on paved oval, road course, and dirt track in a single season (1968, 1969, 1970); two-time winner International Race of Champions [IROC] (1977, 1978); two-time dirt series champion (1970, 1973); one win, five second-place finishes in Formula 5000 competition (1975); raced Can-Am series, won at Laguna Seca (1980); co-drove winning car in IMSA Daytona 24-Hours (1985); two-time Martini & Rossi "Driver of the Year" (1970, 1978); won Jerry Titus Memorial Award (1970); USAC "Rookie of the Year" (1967, 1968); driver representative on CART board of directors (1985-1986).

Riding history: "I started riding motorcycles in 1968. I stick strictly to dirt riding because of the other drivers on the road; if everybody rode bikes then I'd love to ride on the street. I like to go out trail riding for six or eight hours on Sundays and sometimes even squeeze in an entire weekend. I look forward to the Colorado 500 every September because I can go riding for a whole week."

Bikes currently owned: C&J-framed Honda 500.

Magazine: "I read DIRT RIDER to keep up on what's happening in the motorcycle world. I enjoy reading the road tests to find out about the new bikes, and I really like the new tricks people come up with in 'Trail Tips.' DIRT RIDER is informative *and* entertaining. It's just a neat magazine."

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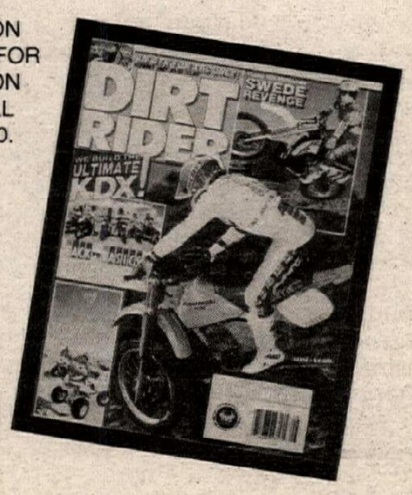
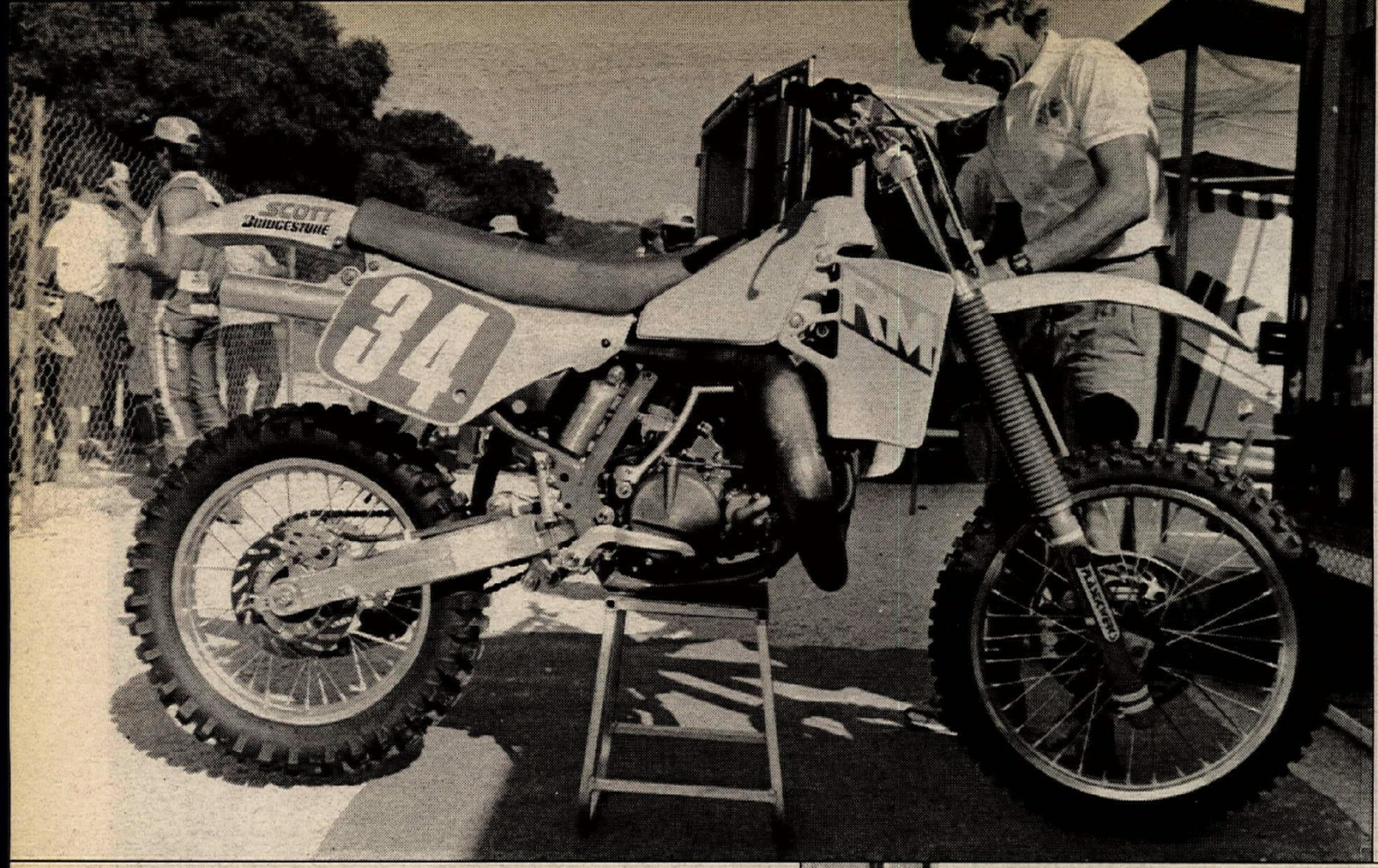


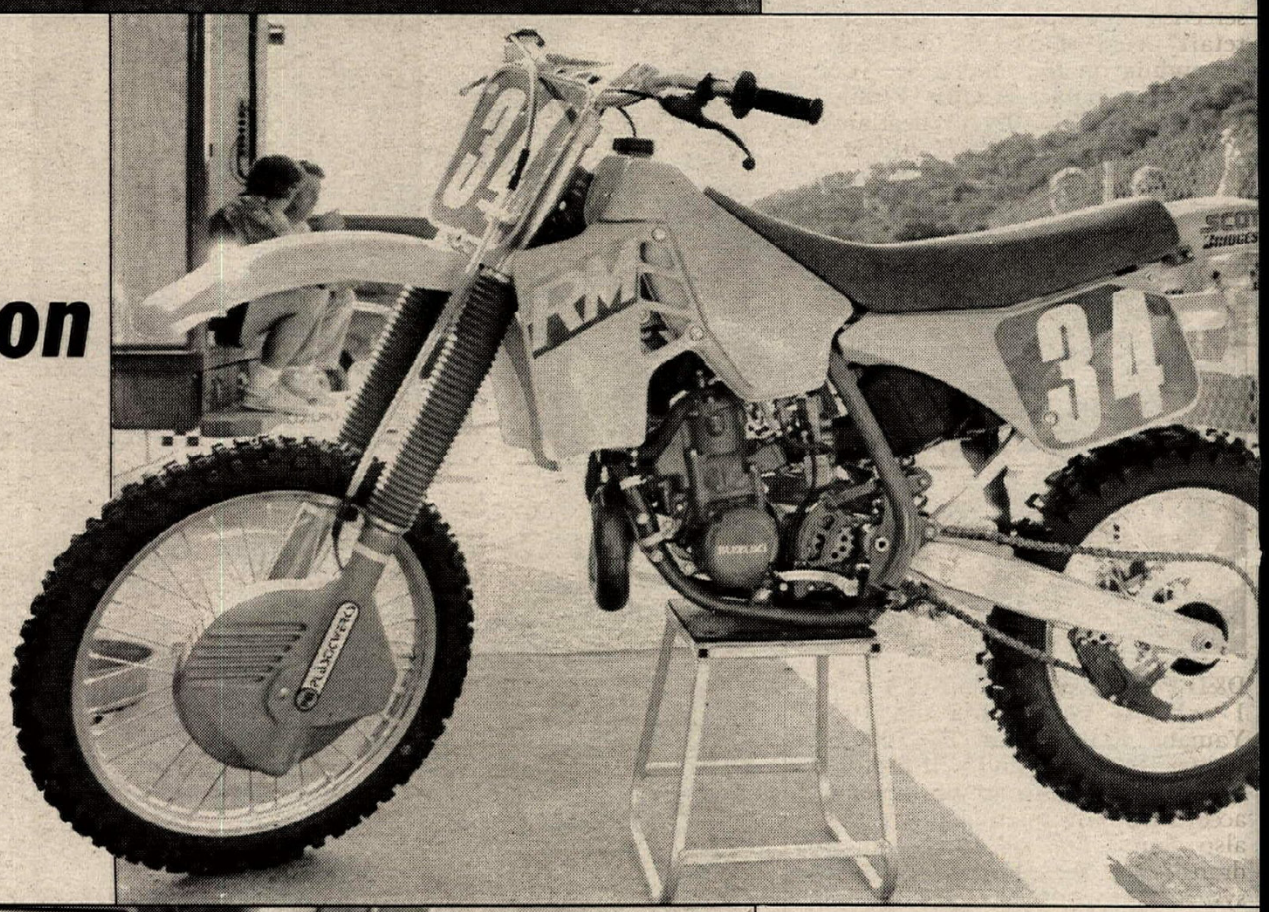


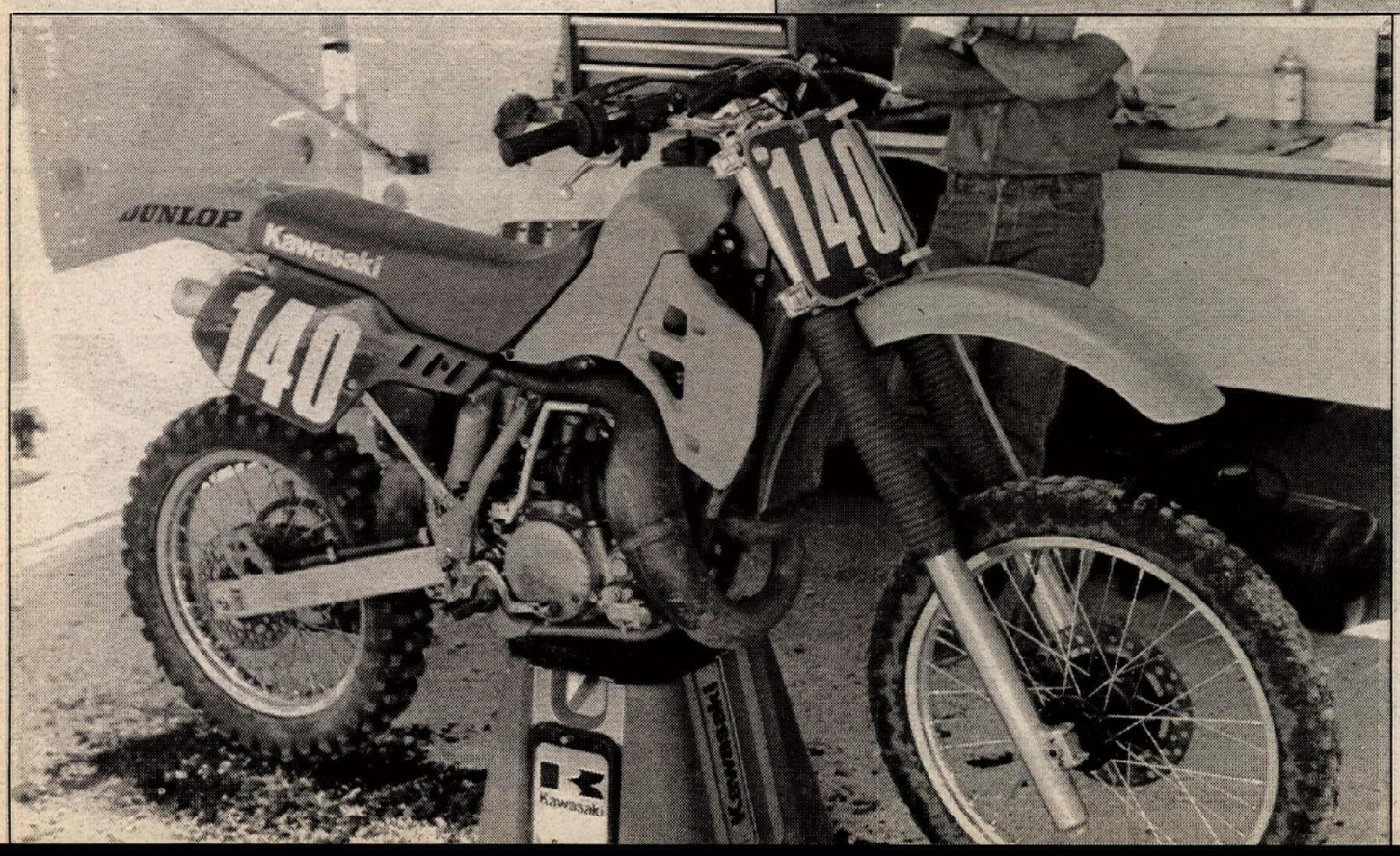
Johnny O'Mara rode a 1988 preproduction Suzuki RM250 (top and center) at Hollister. The frame is the biggest difference compared to the production 1987 RM250. It's slightly larger in overall size, having a longer wheelbase, a steeper steering rake but maintaining the same amount of trail. Other changes include a new cylinder with different porting, a new exhaust pipe and a redesigned 38mm Mikuni carburetor. Both the radiators are lowered as is the reshaped gas tank. Suspension-wise, the Kayaba fork is still the cartridge design but features internal changes, and the rear suspension has different linkages for a more progressive lever ratio, thus requiring valving changes in the Kayaba shock. The rear disc brake is larger.

New bikes seen at Hollister 250cc USGP

'88 Preproduction Suzuki RM250 & Kawasaki KX250

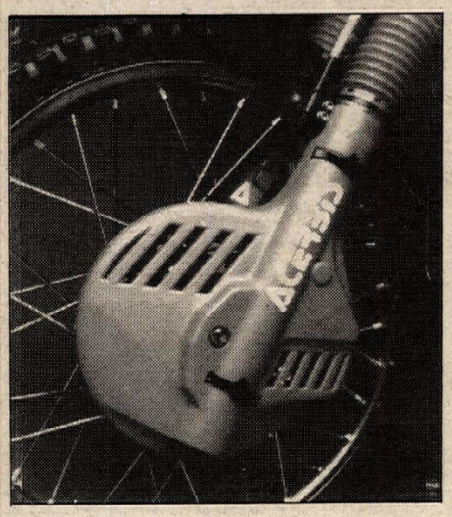
Photos by Kit Palmer





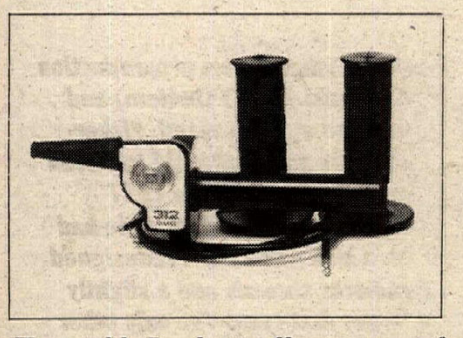
Mike Fisher rode a preproduction Kawasaki KX250 (bottom) and finished eighth overall. Fisher says the new Kawasaki has even more torque than the 1987 KX250. The KX Fisher rode had blue side panels and redesigned radiator shrouds and a slightly larger fuel tank. The only other information we could find about the KX is that it also had a Keihin carburetor, and a lower seat height and ground clearance. Wheelbase and dry weight, however, are the same.

NEW products



Acerbis Plastica USA Disc Brake/Fork Protectors are available for all Japanese and European dirt bikes, plus most dual purpose machines. According to Acerbis, each cover is designed especially for each motorcycle to insure a perfect fit. The covers feature vented disc slots and screened on graphics at a suggested retail price of $19.95 to $22.95, depending on the model. See your dealer or contact Acerbis Plastica USA, Dept. CN, 10911 Wheatlands Avenue, Santee, CA 92071, 619/562-1440.

D&D Performance Exhaust's 4-into-1 exhaust system for the 1987 Yamaha FZR750 and FZR1000 is lighter than stock and will produce a substantial gain in horsepower, according to the manufacturer. D&D also claims that oil filter and oil drain access are retained with their system. See your dealer or contact D&D Performance Exhaust, Dept. CN, 821 North Dixie Highway, Pompano, FL 33060, 800/327-1109 (eastern US) or 800/843-8961 (western US).



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AMA Vice President of Government Relations Robert Rasor (left) and Dealernews trade magazine Publisher Don Emde testified on behalf of the motorcycle/ATV industry and off-road riders during U.S. Senate Public Lands Subcommittee hearings on S7, held last week in Washington D.C.

U.S. Senate Public Lands Subcommittee hearings on S7

Desert battle begins in U.S. Senate

By Farren Williams

WASHINGTON, DC, JULY 21-23

The first U.S. Senate hearings on S7, held this week in the Public Lands Subcommittee of the Energy and Natural Resources Committee, pitted recreationalists and business interests against conservationists over the fate of public lands in the California desert.

The subcommmittee heard two days of testimony which featured pleas from the Sierra Club and other conservationists, including actresses Shelley Duvall and Morgan Fairchild, to approve the California Desert Protection Act in order to preserve the "fragile" desert landscape.

Opponents of the bill, mostly representatives of recreationalists and business interests, testified that the measure would "lock up" millions of dollars in minerals vital to national security and would close millions of acres of land to grazing and recreational use, including off-road riding.

Testifying on behalf of off-road riders were Robert Rasor, vice president of government relations for the AMA, and Don Emde, publisher of Dealernews, a trade magazine which serves motorcycle/ATV dealers. Emde was representing the American Coalition of Outdoor Recreation Publishers, an informal press group made up of editors and publishers who work in the motorcycle/ATV media.

Senate Bill 7, which was authored by the Sierra Club and introduced early this year by Senator Alan Cranston (D-California), would set aside as national park lands or wilderness more than eight million of the 12.1 million acres of public lands in the California desert.

Once subcommittee hearings have concluded, the measure will go to the full Energy and Natural Resources Committee where members will either "mark up" the legislation and send it to the full Senate, or allow the measure to die. The mark-up process will give each of the 19 senators on the Energy Committee an opportunity to discuss the bill, suggest changes and actually write modifications into the proposal.

S7 has not been placed on the full committee's agenda and may not be heard for some time. During subcommittee hearings, Chairman Dale Bumpers (D-Arkansas) hinted that the subcommittee may conduct field hearings in the California desert before sending the bill to a mark-up session.

Capitol Hill insiders, while not willing to comment for the record, indicated privately that some sort of compromise legislation probably will be passed by Congress and sent to President Reagan for his signature. Those insiders insist the bill almost certainly will reach the Senate floor. Interior Secretary Donald Hodel has voiced Reagan Administration opposition to S7, but the president has yet to indicate whether he will veto the bill if it is approved by Congress.

Tuesday, July 21

"It doesn't take a smart man to see what's wrong, but it'll take a smart man to fix it."

Chairman Bumpers used that quote from an East Mojave rancher, taken from a recent article in National Geographic magazine, to open Senate hearings on S7, then turned the hearings over to the first witness, Senator Cranston.

"Last April and May, I made two trips to the California desert with a group of naturalists, environmentalists and scientists to look at some of the areas described in our legislation," said Cranston. "We saw scores of flowers and plants, including an 11,000-year-old creosote bush which may be the oldest living organism on the planet earth. An ORV had driven through the middle of it with destructive consequences.

"My legislation is committed to these principles," said Cranston. "National park designation is urgently required for maintaining the integrity of Death Valley, Joshua Tree and the East Mojave area; designation of wilderness areas is essential to preserve very special places; recreational, mining and grazing uses must be — and shall be — provided for in the desert.

"We are not locking up the desert," claimed Cranston. "We are unlocking it. We are ensuring multiple use and enviromental protection.

"This legislation is necessary because of the breach of trust of Secretary Hodel — Mr. Environment Buster — in failing to protect the desert," Cranston said. "His opposition to our bill is unfortunate but not surprising. From the mountains to the deserts, from the oceans to the ozone, Hodel has aided and abetted a creeping destruction, degradation and devastation of our environment. Hodel almost makes one yearn for the good old days of (former Interior Secretary) James Watt."

Cranston strongly criticized the California Desert Plan, which was mandated by Congress through the Federal Land Management Policy Act of 1976 and finalized in 1980. He described the plan as, "defective from the outset because of a heavy bias (by the Bureau of Land Management) toward resources-consumptive interest."

Opponents argue that the Desert plan is a compromise between all desert users — including environmentalists — which established BLM priorities for overseeing public lands in the desert.

Cranston attacked the plan by pointing to off-road vehicle use in the desert, citing ORVs as a prime example of alleged mismanagement by the BLM.

"The plan has been weakened by pro-development and ORV amendments, lax enforcement and flawed implementation by the BLM," Cranston said. "This was a breach of faith.

"In 1982, the BLM amended the desert plan to open the ecologically fragile Panamint Dunes to off-road vehicles," said the senator. "Through a plan amendment the BLM also reactivated the Barstow-to-Vegas motorcycle race, a race previously halted in 1975 when the BLM determined it was too damaging to desert resources. Not only did the BLM reinstate the race but also allowed over 1000 motorcycle participants to speed across a BLM-designated Wilderness Study Area and the East Mojave National Scenic Area.

"I flatly disagree that ORV use has been carefully managed," said Cranston. "While S7 would deny ORV enthusiasts access to some parts of the desert, the fact is the areas receiving the heaviest ORV use at present would not be affected by the bill."

Cranston drew heavy fire from subcommittee member Malcolm Wallop (R-Wyoming), who was the only senator who went on record against S7.

"I did not take lightly or kindly to your gratuitous lecture," Wallop told Cranston. "You impune the integrety of a good public servant (Hodel). He is not present and his response will not be on TV. I do not think it fair or seemly to impune his integrety in his absence.

"This morning I almost objected to the subcommittee meeting, not because I have problems with this legislation — which I do — but because it's premature for us to move when there are mixed feelings in the California delegation," said Wallop. "This legislation, I hope, will move nowhere because its not in the interest of California or its neighboring states."

"It's true that we'd like to have both senators on board for such legislation," said Bumpers.

California's junior senator, Pete Wilson (R-California), who is under intense political pressure from camps on both sides of the issue, attended the hearings both days but refused to take a stand.

"It's too early to decide," Wilson told *Cycle News*. "I need a lot more information. I certainly think these hearings are valuable.

"I am here to listen carefully before rendering judgement," Wilson said. "I think there is a threat to the desert but we're required by fairness to hear from all sides."

Congressmen who spoke against the legislation included Jerry Lewis (R-California), Duncan Hunter (R-California) and Al McCandless (R-California). Representatives who spoke in favor of the measure included Richard Lehman (D-California) and Mel Levine (D-California) — both have introduced similar bills in the House.

"There are ways to provide for adequate conservation and protection of desert lands without building a wall around the desert," Lewis said.

"Properly used and managed, the desert can be preserved for all Americans, not just for back-packers from Berkeley and those with similar elitist beliefs," said Hunter.

Officials from the state of California made a mixed plea to the subcommittee.

California Resources Secretary Gordon Van Vleck, speaking for Republican Governor George Deukmejian, called the California desert, "an important economic resource," and pledged support for the desert plan.

"We urge you to support the California Desert Plan arrived at through the planning process of the Federal Land Policy and Management Act," he said.

In contrast, California Lt. Governor Leo McCarthy, a Democrat, told the panel, "I would emphatically endorse Senate Bill 7. The sands of time are running out for California's deserts. It is our duty today to protect them for future generations."

Interior Department official Steven Griles delivered the Reagan administration's position on Cranston's bill. "We are strongly opposed to the enactment of S7," Griles said.

Griles, who was accompanied by BLM Director Robert Burford and BLM California State Director Edward Hastey, said, "We do not believe this bill would improve the current management of the California desert already achieved under existing authorities. In fact, it represents a breach of faith with those who, less than 10 years ago, worked out a reasonable and bal-

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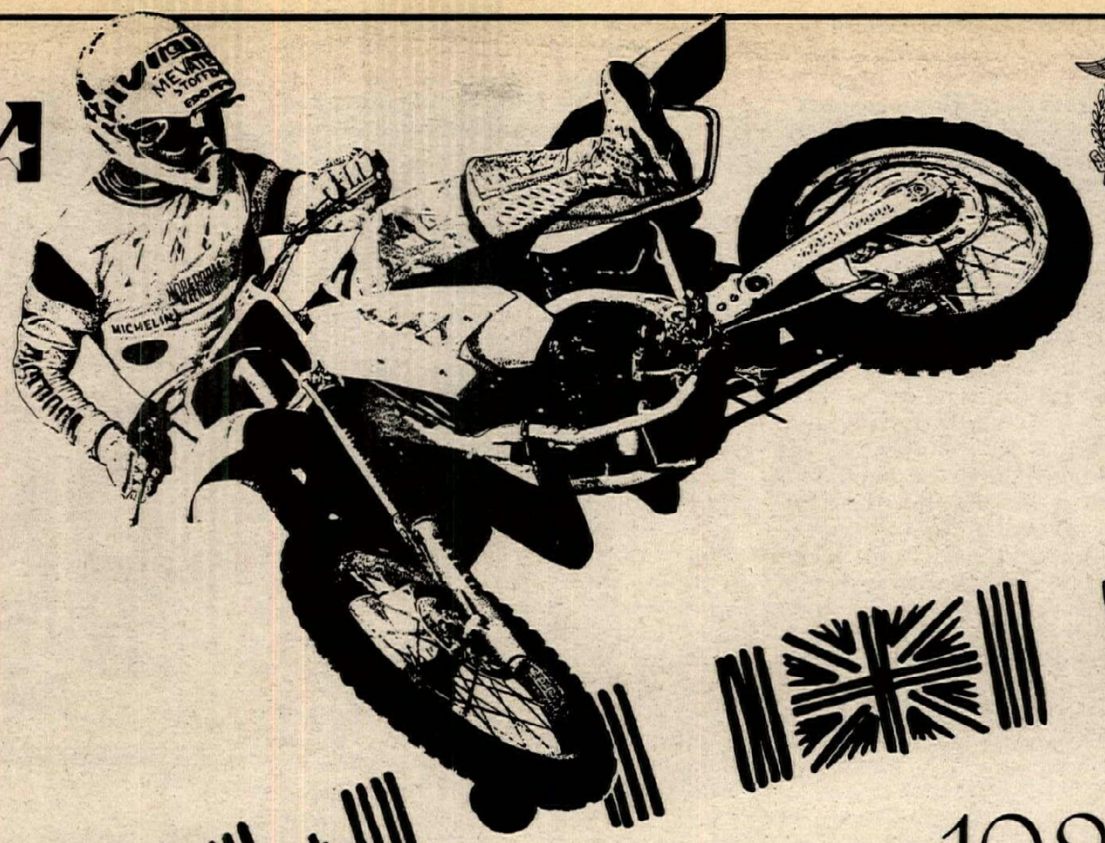

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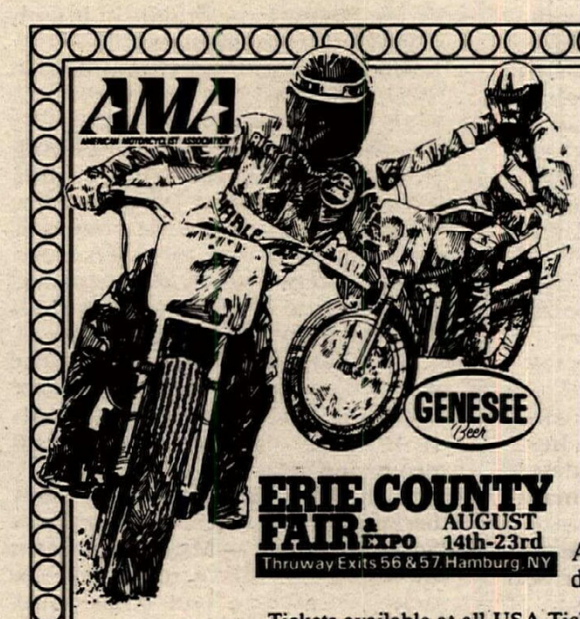

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anced solution for desert conservation and use. We believe this legislation would have a great negative impact on this 25-million-acre area.

"S7 ignores the California Desert Plan," said Griles. "The plan is an excellent example of consensus land-use planning. It's a balanced plan. No one group was entirely happy with it and that's a good sign. The BLM believes these lands are for the people. Wilderness is an important use of the desert, but it is only one use."

Hastey was praised by several witnesses — including Levine and other witnesses who support S7 — for his management of the desert, but several critics blasted the BLM for reportedly allowing mining operations, motorcycle races and other "abuses" in Wilderness Study Areas.

"Other Wilderness areas do not have motorcycle races going through them. How do you preserve land as pure wilderness if you allow motorcycle races?" asked Senator Wyche Fowler (D-Georgia) in a reference to the annual Barstow-to-Vegas desert race.

"The area is a Wilderness Study Area," said Hastey. "Only Congress can designate wilderness. If congress designates those 1.9 million acres as wilderness there will be no ORVs in those areas.

"We are protecting 5.6 million acres until we make a recommendation to Congress (expected in 1989). Until then, mining and other uses are going on," said Hastey. "We feel the actions we have taken were non-impairing to the proposed wilderness areas."

"I feel, many feel, that the BLM has taken their power of discretion and abused it," said Bumpers. "The BLM has abused its discretion in allowing some of these mining claims to be worked.

"If God's going to hold man accountable for anything," said Bumpers, "it's going to be our stewardship over the land. So far, we've been doing a hell of a poor job in this country."

Thursday, July 23

With testimony from government officials concluded, Thursday's hearings turned to public testimony. The Cranston/Sierra Club camp led off the hearing with a double-barreled, public relations blast in the form of Duvall and Fairchild.

"I want to see the desert preserved for the future before it is too late," Duvall told the panel. "I had no idea a landscape so rugged could be so fragile. These areas need protection from overuse and destruction."

"Man is not known for his great respect for the rights of other species," Fairchild said. "Man must learn to fit into nature, not destroy it. Something has got to give in our collective demands on the desert."

What has to give, according to Emde and Rasor, is repeated attempts by environmentalists to impose their philosophies on others.

Emde called Cranston's bill, "a sledgehammer approach to a delicate question . . . conceived and authored by a singular interest group. Outside input from the thousands of other users and interest groups was rejected. It is therefore impossible that S7 was planned with the balanced concerns of all those involved.

"We believe that a balanced plan already exists," Emde said. "The current California Desert Conservation Area Plan is working. In fact, National Geographic magazine agrees with that. In their January 1987 issue they said, 'By all accounts, the BLM has done a commendable, even heroic job of ameliorating conflict in putting the plan to work.' This plan cost over eight million tax dollars to develop and has been approved by both Democratic and Republican administrations during its existence."

Rasor also lauded the plan.

"One of the strengths of the existing desert plan is the depth and extent of public involvement it represents," said Rasor. "The BLM conducted 12 hearings and workshops attended by more than 900 people, distributed more than 18,000 copies of the draft desert plan and reviewed more than 9,000 written responses containing more than 40,000 individual comments between 1977 and 1980. Everyone from individuals to environmental, cultural, recreational, mining and ranching organizations participated in the process.

"It's important to note that the original draft plan included a 'protective alternative' that . . . is almost a mirror image of the proposals reflected in S7," Rasor said. "What these organizations were unable to do through the public review process, they are now asking congress to do for them.

"The bill's proponents' central theme seems to be their dissatisfaction with how the BLM goes about managing the (desert)," Rasor. "The bottom line is that the BLM is not the park service, nor should it be. It is exactly because all of our public lands should not be parks that the BLM exists.

"Bill proponents will say that it is uncontrolled motorized recreation that requires the restrictions imposed by S7," said Rasor. "Motorized and ORV use are among the most highly regulated uses in the (desert) today. Compared to 1970, random legal motorized acess to the desert is virtually unavailable.

"Others will say that a compromise of the existing plan and Senator Cranston's bill will address the problem," Rasor continued. "To this we must reply, the existing plan is the compromise. The compromise was made in 1980 and must be given a chance to work. In truth," Rasor concluded, "if ever there was a piece of federal legislation that was unnecessary, the Desert Protection Act of 1987 is it."

Sierra club officials, however, were quick to criticize the plan and pointed to off-road vehicle use in the desert as an example of BLM mismanagement.

"When we saw . . . the revival of the Barstow-to-Vegas race, we were forced to the conclusion that the desert plan was not going to work," said James Dodson, Sierra Club regional vice president for southern California. "(The BLM) also deleted 300,000 acres of wilderness from the original plan. And they decided, when considering grazing management, that they no longer had to worry about the slope of the land or water sources."

Following testimony by Dr. David Hess, spokesman for the California Association of Four-Wheel Drive Clubs, Senator Wilson asked, "You feel the (ORV play) areas you have now are adequate and the bill doesn't close those?"

"Yes," Hess said. "We have no complaints."

During a recess, Emde pointed out to Wilson that motorcyclists and ATV riders do not share that view.

Officials representing mining interests warned the subcommittee that approval of S7 would deprive the nation of a rich supply of mineral resources.

"California leads the nation in the production of nonfuel minerals and one-half of that production comes from the California desert," said Glenn Rouse, executive director of the California Mining Association. "The California Desert Protection Act threatens to cripple the California mining industry. Mining is not compatable with parks and wilderness."

Miners contend that closing the desert would limit the supply of "rare earth" minerals used in superconductivity technology. •

AMA Trustees report

The American Motorcyclist Association Board of Trustees met in Monterey, California, on July 13. The board considered the Association's 1988 budget and studied a series of options for funding a renovation of the Association's national headquarters including establishment of a motorcycle museum and hall of fame. The proposed $4.7 million 1988 budget was approved by the trustees, and the staff was instructed to meet with architects to refine the museum plan prior to the board's next meeting.

William Baird, chairman of the Association's subsidiary American All-Terrain Vehicle Association reported that the organization would take initiatives against government attacks on ATV use. These initiatives will include an appearance by AATVA President Roy Janson on NBC's Today Show and a grass roots effort to respond to Congressman Doug Barnard (D-GA) who has proposed an all-out ban on ATVs.

The AMA board approved a policy governing the role of trustees in executive session. A copy of the policy is available upon request.

Chairman John Hasty summarized the activity of a strategic planning committee meeting that took place in Westerville on June 22, 1987. The board approved an amendment to the AMA Code of Regulations that clarifies the Association's mission statement to read: "The purpose of the Corporation is to pursue, promote, and protect the interests of motorcyclists while serving the needs of its members." In addition, the trustees reviewed, amended, and approved a series of "prognosis statements" that will lay the groundwork for developing a three- to five-year strategic plan for management of the Association and improvement of its programs and services.

The board studied additional proposals to change the AMA Code of Regulations aimed at expanding the definition of corporate membership and clarifying the eligibility of trustees. While these amendments received a six to five favorable response from the 11 trustees present, the amendments failed since the rules require a three-fourths majority.

AMA President Ed Youngblood delivered a verbal report on meetings between the Laguna Seca race course management, AMA professional racing staff, and a representative of the FIM. He stated that the FIM's requirements for a Grand Prix road race have been agreed to by Laguna Seca and that the AMA will press for ratification of a 1988 world championship calendar that would include a U.S. Grand Prix on April 10. He explained that a Grand Prix at Laguna Seca may preclude the traditional July AMA National Championship, since local government places a limitation on the number of racing events per year. The trustees authorized the staff to prepare a letter of agreement that would assure the Laguna Seca track that it will be the site of any road racing Grands Prix granted to the United States through 1990.

The trustees considered a request from AMA District 28 (Oregon) to affiliate with an organization not connected with the AMA that purports to provide government relations services. The board denied the request, believing that as authorized local governing bodies of the AMA, chartered district organizations should rely on the leadership of the AMA's government relations department and support its policies as provided for in the AMA guidelines for district organizations.

The board heard reports on the presentation of AMA Brighter Image Awards to Jay Leno and Malcolm Forbes. Forbes and Leno are AMA members and motorcycle collectors, and both frequently make public statements about the joy of motorcycling.

The trustees selected another recipient of the AMA Brighter Image Award to be announced at a future date. They also named a recipient of the AMA's Dud Perkins Award for outstanding contribution to motorcycling. This will be announced at a future date.

The trustees discussed current television advertisements — namely American Express and Anacin — that are very unfavorale toward motorcycling. Youngblood reported that AMA members have heavily criticized the American Express ad and that the Association has formally protested and requested that the company cease using the ad. The board decided to further demand from American Express a written apology to be published in American Motorcyclist, and instructed the staff to also contact Whitehall Laboratories to register displeasure with its Anacin ad.

American Motorcycle Heritage Foundation Chairman Dal Smilie reported on fund raising activities and the search for a celebrity honorary chairman.

The board reviewed a new brochure on responsible alcohol use that has been co-sponsored by the AMA and the Motorcycle Safety Foundation and funded by Anheuser-Busch. A copy is available upon request from the AMA.

Trustee Gary Smith, who also serves on the Motorcycle Industry Council's land use committee, summarized plans for 1988 and said there would be many opportunities for MIC and AMA to conduct cooperative efforts to promote off-road motorcycling.

Trustee Paul Schlegel reported that the qualifying series for the National Amateur Motocross Championship at Loretta Lynn's Dude Ranch has been completed and that there will be a full 1000-rider field at the August 12-15 event. He indicated that the series contractor, MX Sports, will contribute approximately $18,000 in royalties to the AMA.

The AMA Board of Trustees is schedule to meet in Milwaukee on November 9, 1987.

John Hasty
Chairman

World Championship Observed Trials Series: Round 8

Tarres tops in Austria

SPITAL, AUSTRIA, JULY 7
Spanish teenager Jordi Tarres scored his third World Championship win of the year as he topped the field in the mountainous Austrian countryside. Beta-mounted Tarres finished the six-hour time limit event with a score of 67, while Italian Diego Bosis was second with 75.

The Austrian round organizers presented a short 14 section, five-mile long course to the competitors who were required to negotiate it three times. The event was sparsely attended and drew few favorable comments from the competitors.

Thierry Michaud, the Fantic-mounted defending World Champion, finished fourth on the day and that allowed Bosis to extend his point standings lead over Michaud to 10 points, 122 to 112. Runner-up Bosis pulled to within two points of Michaud and holds third in the standings with 110 points.

The event was particularly disappointing for Brit Steve Saunders as the Fantic rider, who was tied for third in the point standings with Bosis going into the round, finished 12th and slipped to fourth in the standings. With but four rounds remaining in the series, Saunders hopes for a title seem to have vanished.

Results

1. Jordi Tarres (Bet) 67; 2. Diego Bosis (Apr) 75; 3. Philippe Berlatier (Mon) 81; 4. Thierry Michaud (Fan) 82; 5. Renato Chiaberto (Bet) 88; 6. Pascal Couturier (Mer) 91; 7. Andren Codina (Gas) 94; 8. Eddy Lejeune (Hon) 97; 9. Donato Miglio (Gar) 100; 10. Gilles Burgat (Apr) 104.

POINT STANDINGS: 1. Tarres (122); 2. Michaud (112); 3. Bosis (110); 4. Saunders (97); 5. Gabino Renales (108); 6. Couturier (67); 7. Codina (51); 8. Tony Scralett (50); 9. Berlatier (49); 10. Lejeune (46).

Connor controls Ridgecrest MX

By Brian Dettling

PEARSONVILLE, CA, JULY 4
James Conner claimed the victory in the 250cc Junior class at this Saturday night's round of racing at Ridgecrest.

The racing was tight for the 250cc Junior win with Conner and John Connolly dicing most of the evening and finding themselves way out in front of Intermediate Sean Bradley and Pro rider Brian Vargus, when all three went down together. Connolly and Conner slipped by, with the win and the overall going to Conner.

The 125cc Beginner/Junior and Vet race provided some exciting racing. Father and son went head to head, with Robert "Spanky" Park coming out on top of his dad Robert Park Sr. Spanky also gave Junior winner Dennis Briggs a tough run for his money during this combined action. Second place Junior Matt Winkel rode very hard to win the second moto to make up for a first moto problem.

In the 500cc class action, Carl Dehaan took the first moto Beginner win after Shawn Rhoads had a severe get off in the "Graziano Grinder" section of the track. Rhoads came back strong in the second moto and took home the trophy while Intermediate winner Bruce Jones and Pro winner Ron Lewis brought home points, trophies and cash for their 500cc class wins. •

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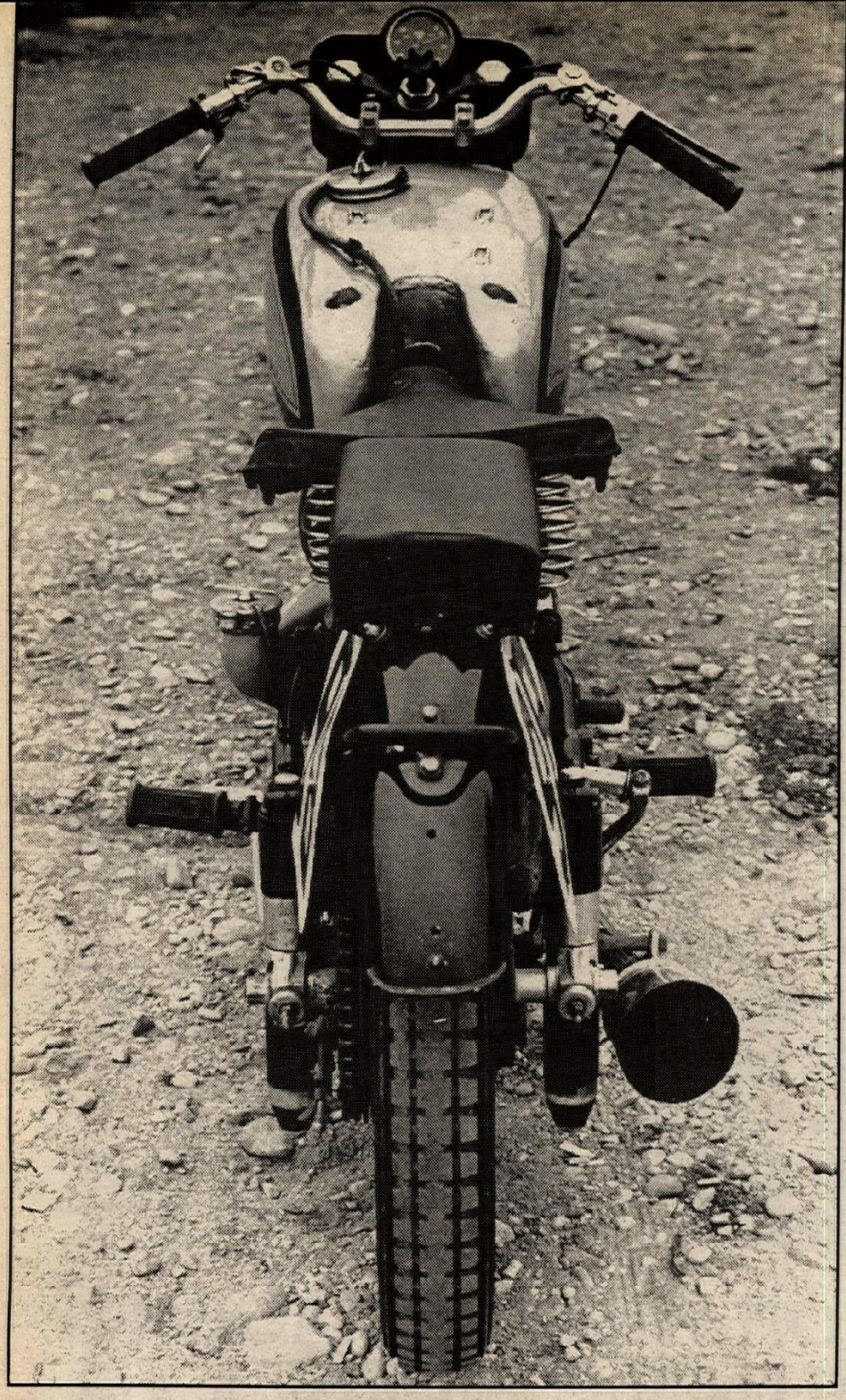


In 1950 Billy Mathews used this "double-knocker" 500cc DOHC Manx Norton single to win the on-the-sand Daytona 200.

Test: Norton Daytona Manx 500

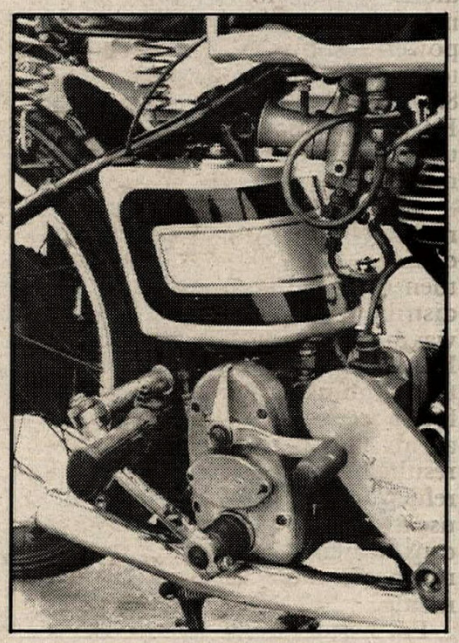
The 1950 Daytona 200 winner roars on

By Alan Cathcart
Photos by Phil Masters

It's been more than 25 years since a race was last held there, but if you go to Daytona Beach, Florida, and head south along the sand from the high-rise hotels and low-rise bars of the self-styled "World's Most Famous Beach," you'll come eventually to the distinguishable remains of the old beach-road course which hosted the running of the Daytona 200 until 1961. In that year, the present-day Speedway with its famous 31° banks came into operation, leaving the palmetto shrubs on one side and the rolling Atlantic breakers on the other to gradually erode a piece of American racing history.

First used for the 200 in 1937, the old course's north turn is marked aptly enough today by a weather-beaten hostelry named the Old Timers Bar. At the south end, there's a cut through the sand dunes on to the road leading down to Ponce Inlet, which though now largely remodeled, still shows traces in some parts of the narrow, bumpy asphalt straight along which riders ran flat out for two miles in a southerly direction, along the sand bar dividing the ocean from the Florida Inland Waterway. There, they'd slow down before flinging their bikes to the left, onto the beach, sending up rooster tails of sand as they accelerated out towards the water where the sand was harder and gave better grip. Then it was north for another two miles, again flat out in top gear but this time treading the perilous path between water and land, before slowing once more — but this time not by so much — for the banked north turn which took them left back onto the tarmac.

A 4.2 mile track with only two corners may not sound very much, but as a gruelling test of man and machine it had few equals anywhere in the world, and especially in the postwar era after the demise of England's Brooklands circuit.



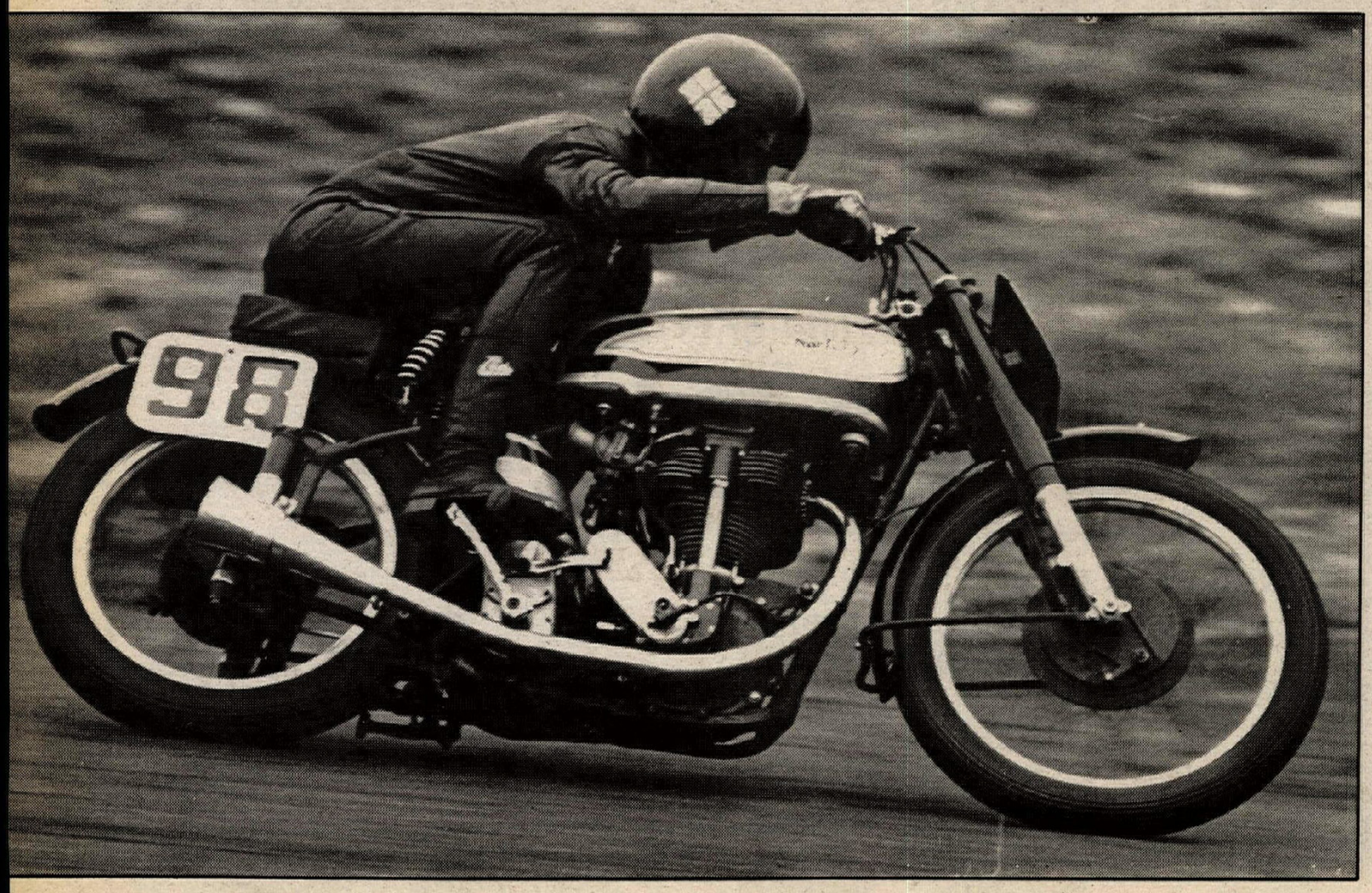
Beart's Manx features rubber-mounted footpegs; not normal Norton practice.

It was in those difficult days for European industry after WW II that the British motorcycle manufacturers discovered America, a vast potential market for them that provided rich pickings for many years. Success in competition, and especially in the Daytona 200, was an important yardstick by which a marque's excellence was judged; hence the reason that in 1948 the Norton factory decided to enter a team of specially-prepared machines for the 200-miler. The initial foray, under the guidance of Steve Lancefield, had yielded a second place for a tough Canadian named Bill Mathews — but second wasn't what Norton's managing director Gilbert Smith wanted. The following year Norton returned, this time with another legendary tuner, Francis Beart, in charge, and he rewarded them with three successive victories on the Florida sand in 1949, 1950 and 1951. In 1952 Beart stayed in England but Norton won again, to complete a hat-trick for 1949/51 winner Dick Klamfoth.

The man who broke Klamfoth's run of wins was Billy Mathews, and in winning the 1950 Daytona 200 he gave a win on its international racing debut to one of the most famous motorcycle engines the world has ever known: the "double-knocker" DOHC Manx Norton single.

Squeezed as an interim measure into the plunger-sprung "Garden Gate" frame of the single-cam Manx (the legendary Featherbed chassis

Cycle News contributor Alan Cathcart puts the Manx through its paces at Loudon's Bryar Motorsport Park.



The rear suspension gave very little rear wheel movement.

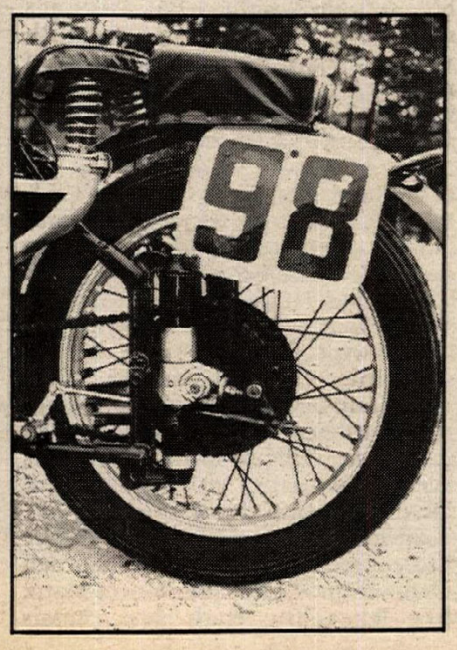
didn't appear for another year or more), the twin-cam Manx was powerful enough to enable Mathews to win at record speed, averaging 88.55 mph in defeating the powerful Harley-Davidson and Indian factory teams in the grueling race lasting more than two hours.

Indian probably didn't mind too much that the British OHV 500 had defeated their 750 side-valvers, for by then they had been appointed U.S. distributors for Nortons. The victory was due, however, as much to Francis Beart's painstaking preparation of the winning machine (and Klamfoth's second-place finisher), as well as his methodical planning which resulted in ultra-fast pit stops for refueling: Beart was the first man to use a prototype version of the dump cans which are now the norm in replenishment in long distance racing.

Furthermore, in typical fashion he'd made a host of detail modifications to the bikes to counter the unique conditions imposed by the combined sand and tarmac course, from enclosed primary chains and drip-fed lubrication of the rear chains to specially-made gearboxes which offered a usable set of ratios in spite of the AMA provision that all machines should be fitted with a kick-start — even though engines were kept running during refueling and there was a rolling, clutch start!

Of all people, he thoroughly deserved the special gilt trophy he was awarded after his bikes' third victory in 1951 as the Victorious Mechanic: that trophy is now

A well-sprung saddle and "bum-pad" made it comfortable.



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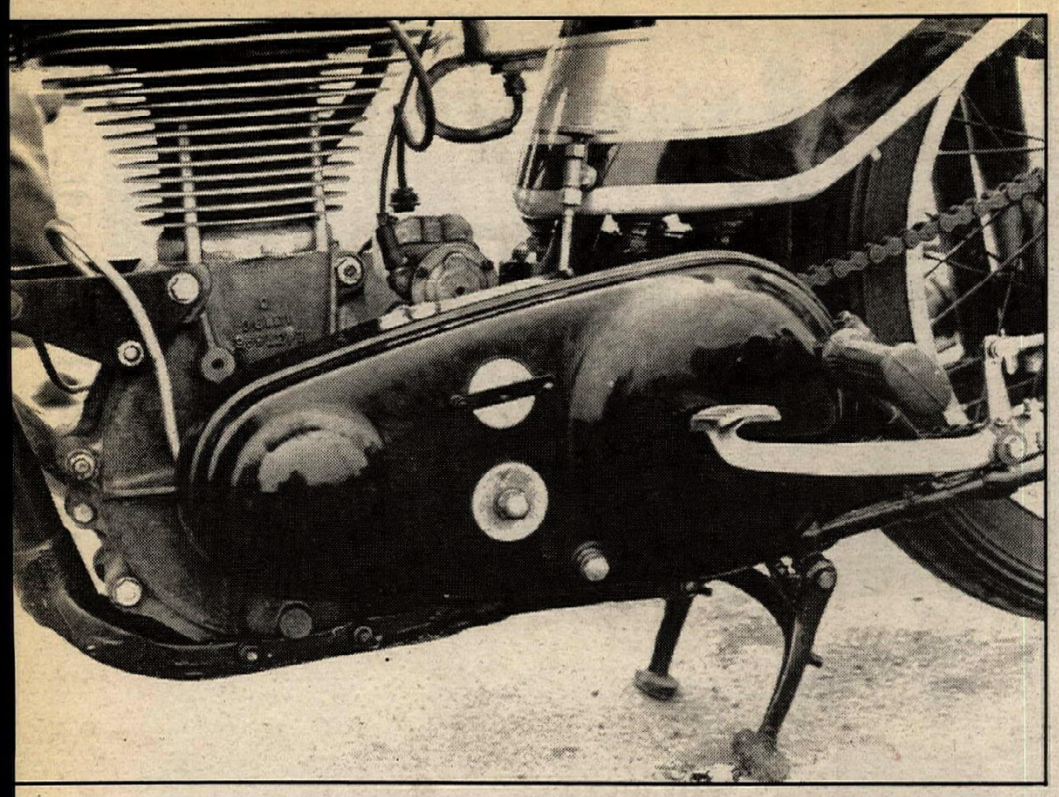


With the gearshift located on the right side, the left side of the Norton features the rear brake mechanism.

awarded annually for the best foreign performance by a British Classic Racing Club member in modern historic competition.

By a happy chance, Billy Mathews' Daytona-winning Manx Norton has survived in basically original condition, having spent much of its time in the last 30 years in the Daytona Museum of Speed, before it was acquired about eight years ago by New England Norton enthusiast Carlton Palmer of Vermont. Though the paint work has been restored, Carlton believes that the engine has not been rebuilt since Beart did so after the 1950 Daytona race, when he refettled the team machines for them to be used again in North America. However, since in those days apart from Daytona the only road race of any consequence was the annual Laconia event in Belknap State Park, near Loudon, this would have restricted the bike's use: judging from the state of the elderly, original Dunlop tires still on the bike, it's never had much track time.

In view of the Loudon connection, it was all the more appropriate that when I came to try the bike at Carlton's suggestion, it should be at the modern-day Loudon track. The beach course at Daytona would have been nice, but apart from any other considerations, after seeing contemporary photos of the sand-blasting effect on machine (and rider!) that running on the beach had, I think maybe it was just as well we couldn't use it! In fact, I'd had the chance to ride an almost identical bike some years ago, when I reimported another of the 1950 Norton team bikes from the U.S. and used it for a while before selling it to a British Norton fan. That had engine number E11M27273, and was probably one of the bikes used by the semi-works squad backed by Indian, whereas Mathews' machine, still bearing his racing number 98 and engine number E11M27276, was a full factory machine.

One of the reasons I parted with my own Daytona Manx was that I found the vibration of the longstroke (79.62 x 100mm) double-knocker engine pretty considerable, and the bottom ratio of the four-speed Inter gearbox with kick-start was so low it would lock the back wheel even at the Mallory Park hairpin if I tried to use it on the move. Nice for the sand if you want to kick the wheel out, not such a good idea on the hard stuff where the idea is quite the opposite. But the engine on that bike sported a deeply-finned Alfin barrel, indicating it had been used for Formula 3 car racing and then rebuilt, whereas the engine in Carlton Palmer's bike is almost certainly as The Master rebuilt it himself.

The difference is amazing: I couldn't believe how smooth and beautifully-balanced the Mathews Norton's engine felt to ride, even compared to the modern V-twin racers I was testing the same day. At first I thought it might be because the footrests and handlebars were rubber-mounted, but though they do represent departures from standard Norton practice, that's not the case. The bars are relatively high, gracefully curved one-piece items which not only provide a more comfortable riding position compared to the flat bars or clip-ons favored by Europeans, but also more leverage when throwing the bike into the sandy Daytona corners. Beart discovered by experimenting with 500T triple clamps from a Norton trials bike that the bike would handle better on the sand than with normal Manx clamps, especially with a 19″ front wheel fitted, as was the case in 1951. Here, though, the bike is in 1950 specification, with a 21″ wheel and ribbed Dunlop tire, and a 19″ rear, both mounted on alloy rims.

The footrests are of the American flip-up type, which proved disconcerting at first, especially with their quite high-set position. But otherwise the Daytona Manx proved surprisingly comfortable to ride, thanks to the well-sprung saddle and 'bum-pad' onto which Mathews would have slid himself for the two-mile blast in each direction, perhaps even removing his left hand from the bar in dirt track style to grasp the fork tube and squeeze a little extra straight-line speed out of the bike. On Loudon's twists and turns, I'm afraid I didn't feel brave enough to try that!

In spite of the Dunlops' elderly appearance, they proved surprisingly grippy and even allowed me to start grounding the flip-up machine stand a couple of times on the left: this would have been fitted to the bike for practice but not the race: Mr. Beart had very strict ideas on excess weight, even at the expense of convenience.

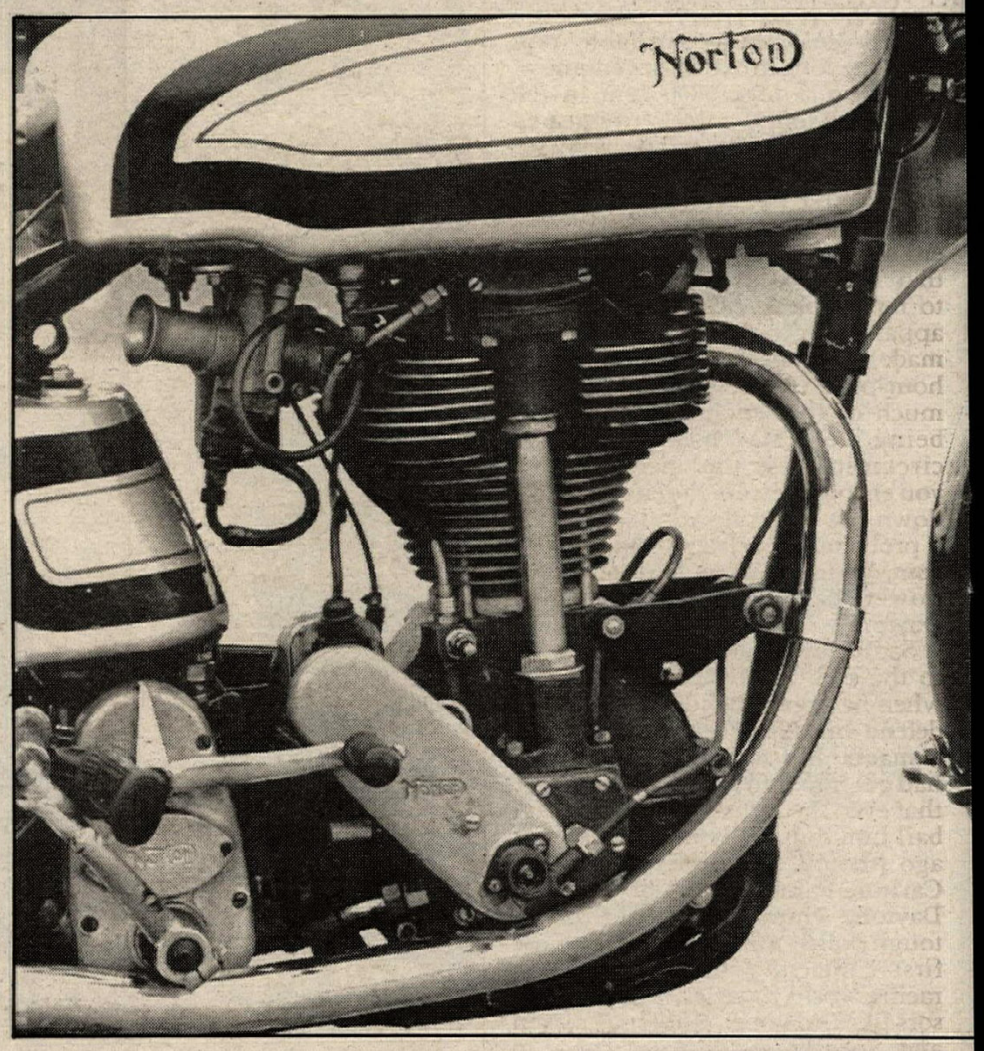
One lap the rear tire let go suddenly to remind me not to get too enthusiastic, but otherwise the Norton behaved well in slow corners, the Roadholder forks especially giving a good ride over the bumps and ridges that abound on the Loudon course, where other machines I was riding that day would skip the front wheel and toss their head.

On fast sweepers, though, the plunger-sprung Garden Gate frame was less at home, weaving and hacking about if I tried to go through with the power hard on. At first I thought I could remedy that by simply torquing down the central steering damper with its knobbly bakelight top — till I discovered that it was already done up tight! The fact of the matter is that the extra weight and power of the double-knocker Manx engine was too much for the vulnerable plunger chassis when it was introduced: the McCandless-bred Featherbead frame changed all that, though . . .

Since the high-speed steering problem occurred even on smooth sections of the track, it couldn't be held against the very ineffective plunger rear suspension, which gave so little wheel movement it might as well have been a rigid-framed bike. That would actually have been desirable for the dirt track-like sandy turns of Daytona, though not so much for the fast, bumpy straightaway southwards along the sandbar. There, though, the rider would just have had to hang on and derive some relief from the well-sprung saddle, though with his nether regions on the uncompromising "bumpad," I can understand why Billy Mathews wanted a stiff belt of whisky after his winning race! It's possible that the plungers may even have been deliberately firmed up to make the bike handle better on the sand, but in my many conversations with Beart about Daytona during the years he prepared the Aermacchis I used to race, I never asked him that. Pity.

The many races I had on Beart-built Aermacchi engines taught me how high Francis' standards of engine preparation were, and that's why I'd have to agree after riding the Mathews Norton that the engine is almost certainly the work of the Master himself. With the higher octane fuel available in the U.S. at that time (compared to the 70 octane petrol used in postwar Britain), Beart raised the compression ratio to a heady 8:1, making the engine crisper and more responsive than its single-cam predecessor. But a practice blow-up due to a blocked oil pump on Mathews' race engine meant that he had to build up a completely new engine from the copious amount of spares he'd insisted that Norton send over, and it's this power unit which carried the Canadian rider to victory, and which is installed in that bike.

It starts very easily, as you'd expect on such a low compression by today's standards, with a healthy crack from the large open megaphone: though you can kick start it, the arrangement of footrests and gearlever on the right side ensures that the foot start pedal is mostly cosmetic. Bottom gear is definitely higher than on my bike,



The DOHC, air-cooled, single-cylinder Manx Norton powerplant features an Amal carburetor; the package puts out 45 horsepower.

1950 Norton Daytona Manx 500

Engine	DOHC, air-cooled single-cylinder four-stroke
Dimensions	79.62x100mm
Capacity	499cc
Output	45 bhp at 5750 rpm
Carburetion	1x1 3/16 in. Amal 10RN9 carburetor
Ignition	BTH magneto
Compression ratio	8:1
Gearbox	4-speed, with kick-start and chain primary
Clutch	Single-loop tubular steel
Chassis	Front: Roadholder telescopic forks Rear: Plunger
Brakes	Front: 7″ SLS drum Rear: 7″ SLS drum
Tires	Front: 3.00x21 Dunlop Rear: 3.50x19 Dunlop
Weight	Approx. 360 lbs.
Top speed	122 mph

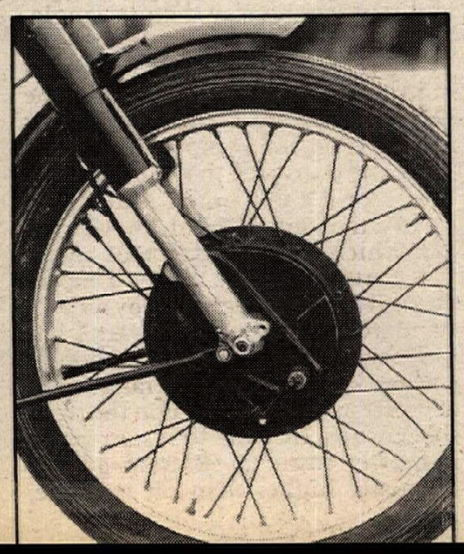
and to begin with as I felt my way around Loudon on the bike, I could actually use it with impunity on a couple of the slower corners: mine presumably must have had a road gearbox, because I never succeeded in locking the back wheel on the Mathews' bike even under engine braking, you do need to use that to stop at a track like Loudon. On the sand at Daytona, though, too good a front brake would have been a big minus! Then, when I speeded up, bottom became unnecessary, and I doubt in fact whether they'd have used it at Daytona apart from the fuel stops.

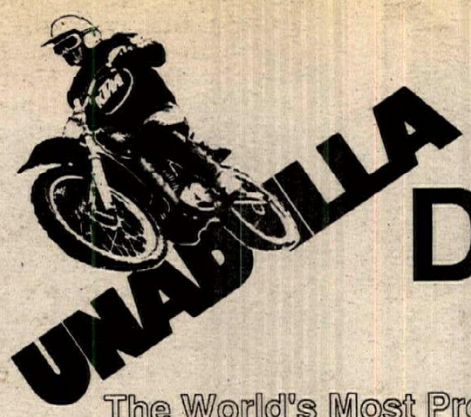
The fuel tank, by the way, is larger than for 'normal' Garden Gate Manxes of the period, with a taller shape as well as a left-sided oil tank filler neck which was the side nearest to the pits on the beach course. The primary chain is fully enclosed, with an oil-bath cover to keep the sand out and prolong chain life, as well as a Beart mod entailing little fins brazed on to the pressure plate of the clutch to act as a fan and help cool the chain, which was accustomed on the Manx to running dry and in the open air. This worked, and primary chain failure was never a problem on the Beart Daytona Nortons.

With maximum available revs from the longstroke Manx engine of 6000 rpm, I used 5800 rpm in the gears but found myself overgeared for Loudon's short straight even with the much lower overall gearing fitted than would have been the case for Daytona. In spite of this, though, the engine felt so smooth and responsive that it seemed as if it was longing to rev higher. With little vibration apparent to the rider, it must have made a wonderful ride for a two-hour-plus race, especially with so much of that entailing the engine being held flat out. Under the circumstances, the megaphonitis you encounter from the engine lower down the rev scale would never be a problem: this clears bang on 4000 rpm, giving a more than adequate power band for a course like Daytona.

Sadly, Mathews was refused entry to the U.S. at the Canadian border when he began the journey south to defend his 1950 Daytona title: presumably his hard-drinking habits had got him into some sort of trouble that even the Indian factory couldn't bail him out of. He died some years ago (though not before identifying Carlton Palmer's bike as his own Daytona winner), one of the rough, tough North American racers whose first contacts with the European racing world their latter-day successors like DuHamel, Roberts, Lawson and Spencer would later come to dominate were made in those heady Norton Daytona days. The bike I rode at Loudon is a testment to that era. ●

The seven-inch SLS drum brake was effective at twisty Loudon.





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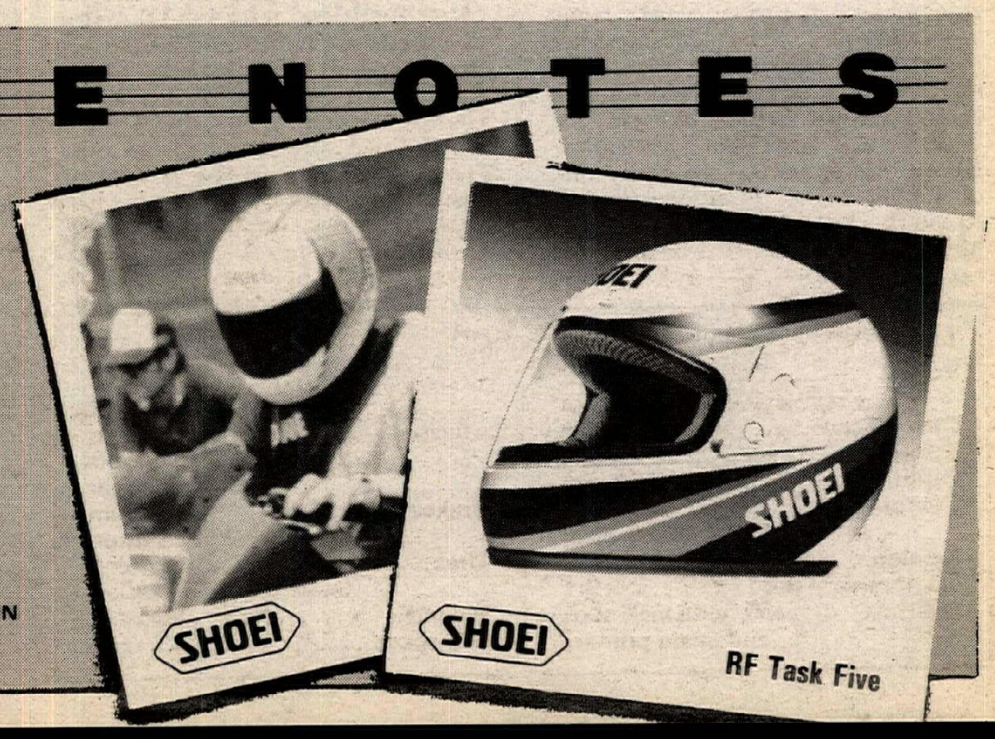

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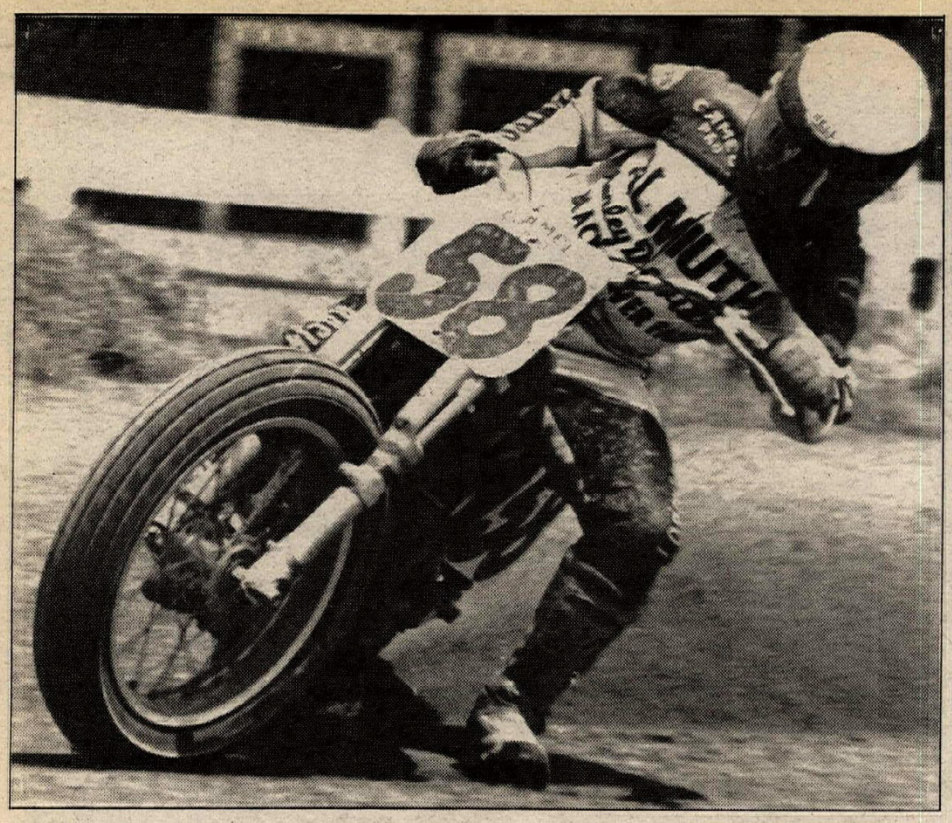

PHOTO BY FLAT TRAK FOTOS

David Durelle piloted his Wood-Rotax to the victory in the Expert class at the Elkhorn Half Mile in Wisconsin.

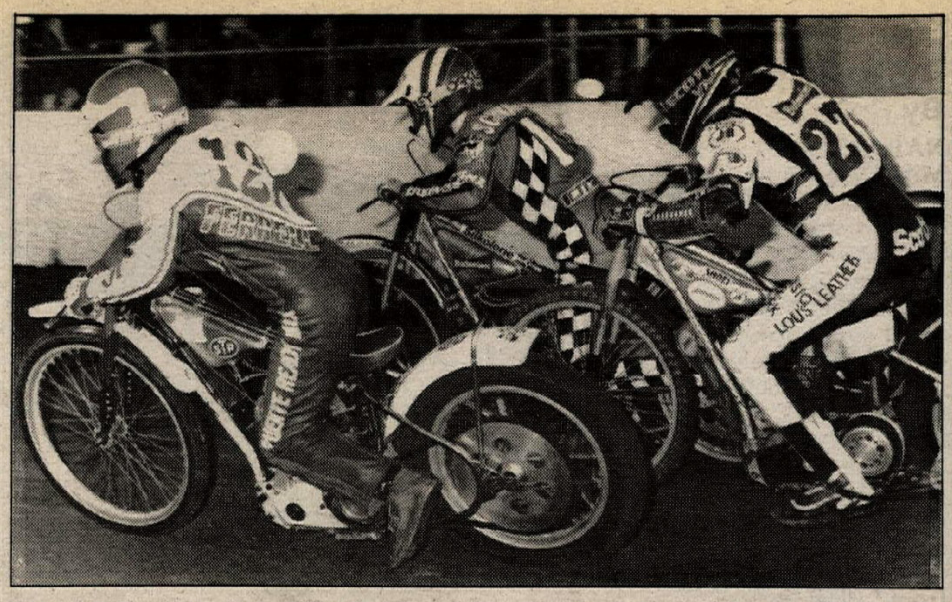

PHOTO BY SCOTT DALOISIO

Dubb Ferrell leads main event winner Bobby Schwartz (outside) and Scotty Brown into turn one at Speedway USA in Victorville.

Schwartz stomps Speedway USA

By Scott Daloisio

VICTORVILLE, CA, JULY 18

Defending National Speedway Champion Bobby Schwartz won round three of the 1987 National Championship Series at Speedway USA and took a commanding lead in the series point lead. Schwartz's triumph came on the heels of his win at Long Beach 24 hours earlier.

The showdown between Schwartz, the big winner at Speedway USA in 1987, and Mike Faria never materialized. Faria had to sit out for the second evening in a row due to a shoulder injury he sustained at Ascot on Thursday.

After the 18 qualifying heats, Schwartz and his Weslake were on top of the points heap with nine. Former track champion Ronnie Correy and Dubb Ferrell were next in line with eight points each.

Gary Hicks, who led the series after one race and looked good at Long Beach, failed to make it to the semis after scoring only three points. Other surprising eliminations were Eddie Ingels and Billy Hamill. Both had made the Long Beach consolation but things didn't work out as well at Speedway USA. Hamill, in fact, was involved in two spectacular crashes. One saw his bike clear the crash wall while the second saw him removed to the hospital but was released just after the races had come to an end.

The first semi was easily captured by Brad Oxley over Steve Lucero and Northern California Champion Bart Bast. Ferrell, an infrequent Speedway USA competitor, led the second semi from the tapes to the checkered. Bobby Ott was second on the start but he went wide in the first bend allowing Keith Larsen and Scotty Brown by. Ott never recovered and after an early challenge from Brown, Larsen rode away to take his spot in the consolation.

Correy won the main event the very first night that Speedway USA operated and the diminutive rider is the darling of the desert fans. Needless to say, when he paced Alan Christian, the 1985 National Champion, in the third semi, the fans gave him a rousing ovation.

Schwartz chose the pole to start the final semi and he made it look easy over Robert Pfetzing, Phil Collins and Tuff McBride. Schwartz had now won all four of his starts and could make it a clean sweep if he captured the four lap main.

Lucero had the pole for the consolation with Larsen out of two, Pfetzing in three and Christian on the outside. Lucero gated over Pfetzing but it was Christian who supplied the first bend thrills. He caught a good piece of the wall and bounced off it in spectacular style. Christian managed to keep it up on both wheels and continue in the race.

Pfetzing's bike quickly went sour and he had to cruise around the final three laps so he could collect a point. Lucero took the win and the extra four points over Larsen and Christian.

Schwartz again opted for the pole in the main and after the tapes flew up, he had a bike length lead over Correy, Ferrell and Oxley. Ferrell hooked up and hit the front chute wall at the end of the opening circuit and that advanced Oxley up to the third position. It looked like it was going to be an easy win for Schwartz but on the final lap, Correy closed in. Schwartz, with all the fans standing, knew what it took and he won by a length.

Results

MAIN: 1. Bobby Schwartz (Wes); 2. Ronnie Correy (Wes); 3. Brad Oxley (Wes); 4. Dubb Ferrell (Wes).

JR: 1. Tim Gewecke; 2. Brent Werner; 3. Josh Larsen.

Schwartz lassos Long Beach Speedway

By Scott Daloisio

LONG BEACH, CA, JULY 17

Round two of the $40,000 1987 National Championship Series shifted to the quarter-mile track at Long Beach Veteran's Stadium. Bobby Schwartz, who won the 1984 American Final on the same track, guided his GM to four wins in five outings and took first place in the thrill-packed meeting.

Schwartz had his Budweiser/Silkolene/C.T.I. Brace/Malcolm Smith/Oakley machine performing to perfection but he did have one blemish on his side of the ledger. It was heat nine and the man to do damage was Eddie Castro. Castro powered his Weslake around the outside of Schwartz early in the event for the second place spot. The diminutive rider then put the crowd on its feet as he churned through the outside dirt to pass Shawn McConnell for the lead. Schwartz also got by McConnell but he had no chance of catching the streaking Castro. Castro received a standing ovation for his fine effort but in his next outing there were no rewards as he seized his motor.

Event 16 saw crowd favorite Bobby Ott kicked out for dangerous riding after he took Alan Christian down. The fans were outraged and quickly broke into a pasture cheer but it was to no avail, Ott was out.

Even though Ott was ruled out of the heat, he did get a reprieve. He was tied with three points with Louis Kossuth, Andy Northrup and Castro. They were tied for the last spot in the semis and the fans roared their approval when Ott outpaced his three competitors and moved up in the program.

The first place finisher in each semi moved into the main while second place showed up in the consolation. The ideal place to start was on the outside in the deep dirt. That became evident in the first semi when Ronnie Correy streaked around Dubb Ferrell for the lead in turn two on the opening lap. Correy slowly but surely lengthened his lead and earned a trip to the main.

Gate four proved the gem again, as Oxley outpaced hard riding Eddie Ingels in the second semi. Schwartz kept the streak alive as he won the fourth semi out of gate four, but he did have an early challenger. Billy Hamill, competing at Long Beach for the very first time, tried to shoot by Schwartz on the inside on lap two but the wiley veteran fought him back.

Gary Hicks came into the semis as the leader in the series. He started on the outside but he had to contend with Robert Pfetzing. Pfetzing tried high and low but Hicks, a recent high school graduate, continually fended off the challenges. Finally, on the back chute on lap three, Pfetzing got by and earned his trip to the main.

Correy was off the pole for the main with Pfetzing out of two, Oxley in three and Schwartz in the coveted outside position. Correy wheelied on the start and by the time he recovered, he was looking at the backs of Schwartz and Oxley.

Correy turned up the heat on Oxley but it took him until lap three to take over the second place spot. His next chore was to catch Schwartz and it looked like he was doing it on the final lap but Schwartz was making sure he would finish. He relaxed and won over Correy, Oxley and Pfetzing.

Results

MAIN: 1. Bobby Schwartz (GM); 2. Ronnie Correy (GM); 3. Brad Oxley (Wes); 4. Rob Pfetzing (GM).

Durelle tops Elkhorn Half Mile

By Dave Hoenig

ELKHORN, WI, JULY 12

Dave Durelle continued his dominance of Midwest half miles, winning the CBS-promoted races at the Walworth County Fairgrounds. Durelle moved his Wood-Rotax past Greg Wagenknecht at the halfway point and cruised to the victory.

The threat of rain caused a reversal of the running order with the experts running first all day. The first Expert heat saw crowd favorite Jay Springsteen drop out on the second lap when his Harley went on one cylinder. Durelle got around Billy Hofmeister and pulled away for an easy win. Hofmeister held on for second with George Istvanek and Mark Gruber following. Wagenknecht easily won heat two with Jon Champlin winning a close battle for second from Marty Bushman.

The first Junior heat had the large crowd on the edge of their seats as Tim Farrell led five of the six laps only to see Dave Camlin come from fourth on the first lap to win on the last lap. Danny Powell and Jim Hauptman were third and fourth. The second heat was equally exciting as Mark Hutson and Jim Sumner battled over the lead. Sumner came out on top. Hutson held on for second with Matt Yoho and Bob Brooks running third and fourth.

John Sommer ran away with the first Pro-Am heat. Bob Ybema and Dan Crawford were second and third. Audie Huff was riding his first Professional event and easily took heat two ahead of Tim Peterson and Frank Kaiser.

Greg Wagenknecht jumped into the lead of the Expert final but Dave Durelle was soon closing in with Billy Hofmeister, Mark Dolacin, Jon Champlin and Marty Bushman close behind. At the crossed flags it was Wagenknecht, Durelle, Champlin, Bushman, Hofmeister and Mark Gruber holding the top six positions. One lap later Durelle was in the lead and pulling away. The rest of the positions stayed the same.

The Junior final was all Tim Farrell's as he pushed his Harley-Davidson to a big lead over Dave Camlin. Camlin couldn't pull another last lap charge off and settled for second. Jim Sumner led Mark Hutson and Jim Hauptman home in third.

Results

PRO-AM: 1. Audie Huff (H-D); 2. Tim Peterson (W-R); 3. Try Hepfner (H-D); 4. Frank Kaiser (Yam); 5. Bob Ybema (H-D).

JR: 1. Tim Farrell (H-D); 2. Dave Camlin (W-R); 3. Jim Sumner (H-D); 4. Mark Hutson (C-A); 5. Jim Hauptman (Hon).

EX: 1. Dave Durelle (W-R); 2. Greg Wagenknecht (H-D); 3. Jon Champlin (H-D); 4. Marty Bushman (H-D); 5. Billy Hofmeister (H-D).

Delacy scores at Napa Speedway

By R.C. Jones

NAPA, CA, JULY 18

Mike Delacy and Joe Leduc captured the Scratch and Handicap main event victories, respectively, at Napa Speedway's Saturday night program.

It was minibike night, and the Richmond Motorcycle Club provided some minibike entertainment during intermission. In the minibike race Dave Faria Jr., was able to dial the little bikes in as he won both heat races easily.

In the Handicap main southern California rider Doug Nicol started on the 30 next to Harlan Bast Jr,. and Robert "The Kid" Curry. Bast was still riding with a sore shoulder from last week. Leduc, riding Mike Kain's bike all night, gated just behind Vance Felicio on the 20.

Felicio charged in front from the start and the eight-lap shuffle began. The riders swapped positons many times and Felicio kept in front. Felicio and Bast were getting too much tire spin out of the corners, causing both riders some problems.

Felicio kept getting wider and wider, finally brushing the wall on lap six in front of the start/finish. Felicio somehow kept control, but fell off the pace. Leduc took advantage and moved into first with Nicol on his heels. Bast also ended up too wide and instead of pressing Nicol, he had to deal with Curry coming from behind. Nicol could not get around Leduc and had to settle for second. Leduc made it to the winner's circle for the first time this year with Nicol and Bast rounding out the top three.

The other southern California rider Kevin Krugh, was more successful in Scratch racing than the Handicaps. Krugh won his heat over his friend Rocky Robinson and placed second to Dave Faria Jr., in the semi. Mike Delacy, who hasn't been in the victory column this year, also won his heat and semi.

At the start of the Scratch final Robinson gated first out of spot number four. Faria laid waste to his pole position with a bad start, and Delacy from gate three was right behind Robinson. Delacy used his inside position on Robinson to get even through the turn and pull ahead when Robinson could not hook up. Krugh was watching from behind and waited a lap to let Robinson get too far outside to slip past and into second. By then Delacy was gone and ready for the trophy from his first win.

Results

SCRATCH: 1. Mike Delacy; 2. Kevin Krugh; 3. Rocky Robinson; 4. Dave Faria Jr.

HDCP: 1. Joe Leduc; 2. Doug Nicol; 3. Harlan Bast Jr.; 4. Robert Curry.

D-2: 1. John Payton; 2. Scott Yarbough; 3. Mike Kain; 4. John Grant.

D-3: 1. Bryan Barrett; 2. Tony Morgan; 3. Bill Thomas; 4. John Schroeder.

JR: 1. Dustin Schroeder; 2. Tommy Hedden; 3. Jason Smith; 4. Shawn Jackson.

Damron collects Egg Hunt win

By Paul Hayes

OTTAWA, IL, JULY 12

Ken Damron came from a three-way second place tie after the first moto to out-score the competition and earn top honors in the 200cc class at the Variety Riders M.C.-sponsored Egg Run.

An Egg Hunt is a club event open to any rider. A LeMans-style start is used to send the riders to a downhill leading to the lower portion of the clubgrounds. The racers then look for three different colored pegs of wood (eggs). Once an egg has been picked up (one at a time) the riders

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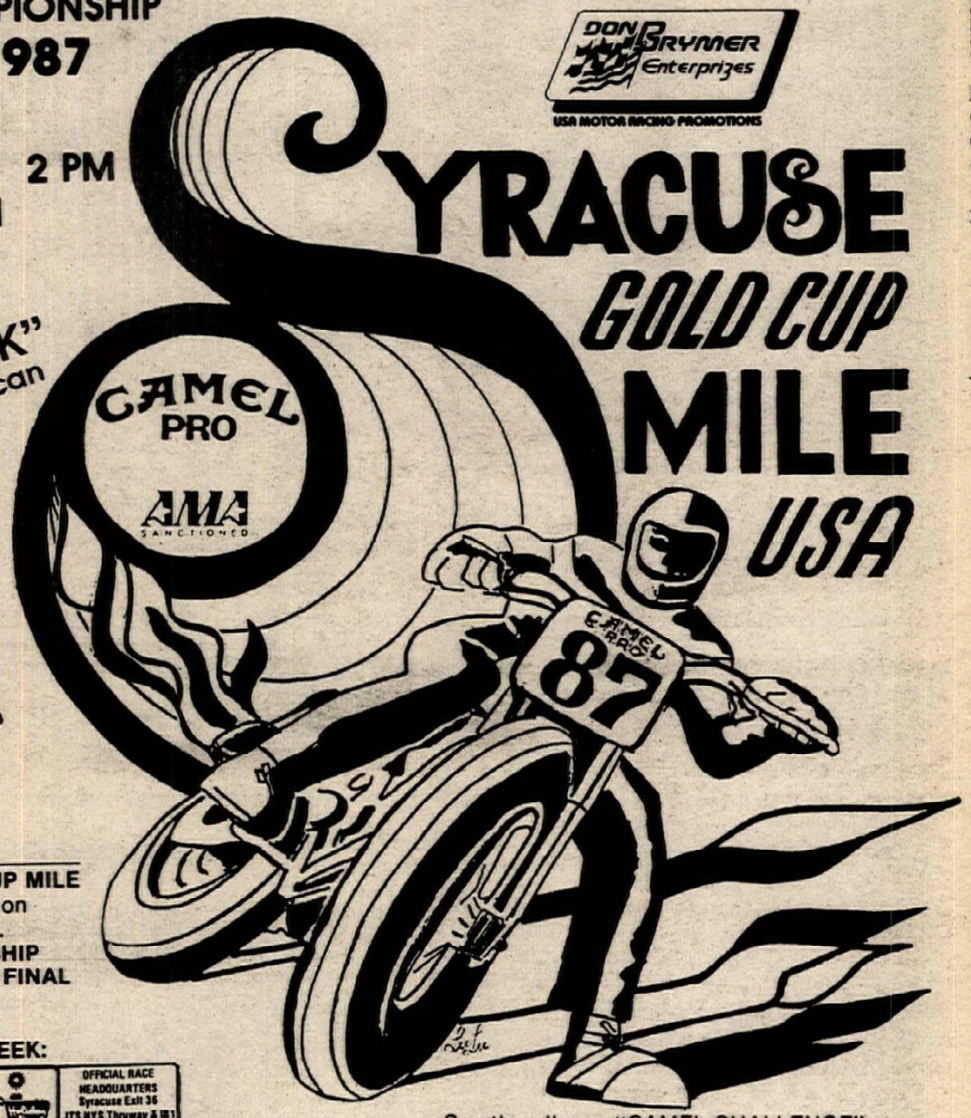

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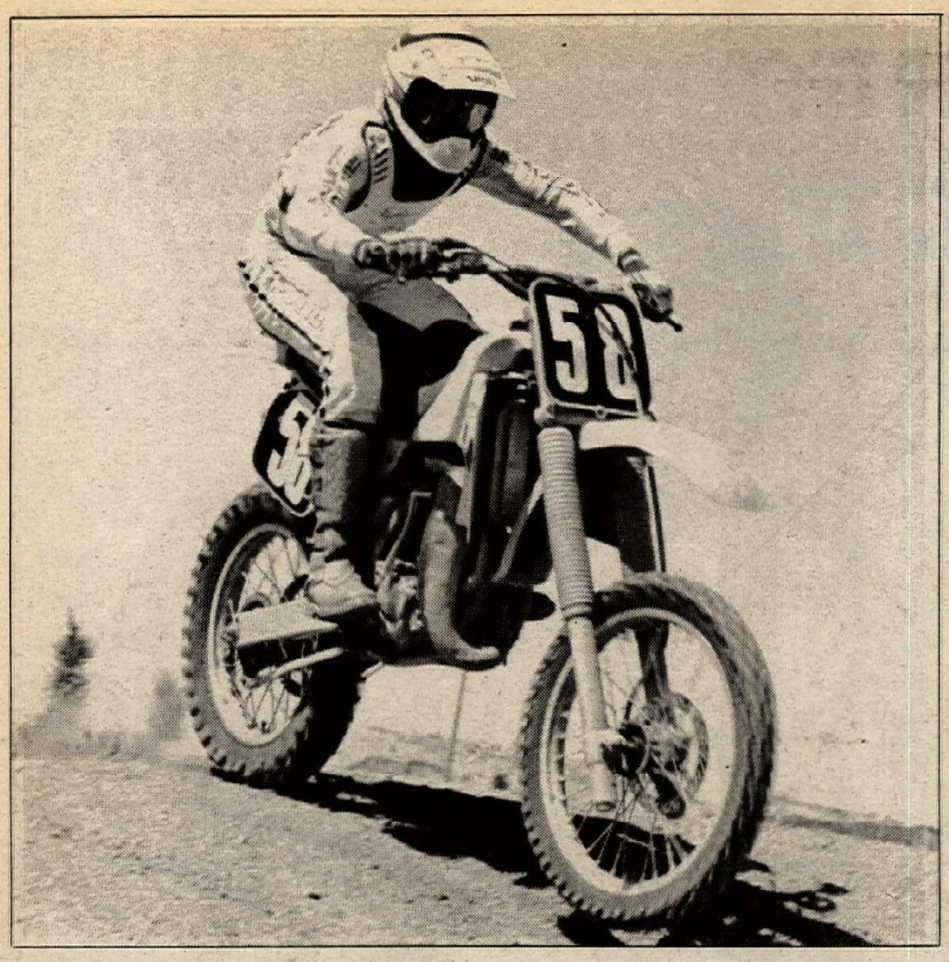

PHOTO BY TERRY REZEK

Bubba Erickson piloted his Suzuki to second in the 125cc Intermediate class at Los Angeles County Raceway's motocross.

climb one of the numerous hills and drop the egg off at the scoring area. The process is then repeated. An egg could be worth one, two, or three points, and point totals are determined by a drawing after the moto.

Damron, riding an IT200 Yamaha gathered 41 points during the first 20 minutes moto. When the final checkered flag flew his tally was 42 for an overall score of 83. Finishing second was Honda-mounted Sonny Holdcraft. He led after the first moto with 50. The second moto he only garnered 31 points for 81 total points. Robert Condon had scores of 41 and 35 for third place with a 76.

The Mini class was won by Jon Bauer riding a Yamaha. His first moto score was 32, combined with a 38 in the second round, he took the overall with 70 points. Donny Damron, riding a Honda, brought in 25 and 34 points for a score of 62 to claim the runner-up slot. Mike Blanford finished third with 61 points.

Dave Shumway, riding for Tom's Repair Service won the Open class and was the top overall scorer. He was the high point getter in both motos with scores of 48 and 40 for an 88 overall. Shumway was riding a Husky 420 Automatic. Hal's Snap-on-tools/G&L Tap sponsored Jeff Carner claimed second on another Husky. He scored 72. Ricky Agler on a Yamaha rounded out the top three with 69 points.

Results

MINI: 1. Jon Bauer (Yam); 2. Don Damron (Hon); 3. Mike Blanford (Yam); 4. Tim Damron (Hon); 5. Nick Holdcraft (Hon).

86-200: 1. Ken Damron (Yam); 2. Sonny Holdcraft (Hon); 3. Robert Condon (Suz); 4. Larry Blanford (Kaw); 5. Jason Erickson (Hon).

OPEN: 1. Dave Shumway (Hus); 2. Jeff Carner (Hus); 3. Rick Agler (Yam); 4. Dave Bailey (Hon); 5. Rod Learned (Hus).

Faria flies at Ascot Speedway

By Scott Daloisio

GARDENA, CA, JULY 16

Mike Faria experienced the thrill of victory and the agony of defeat within a 10 minute period at Chris Agajanian's Ascot South Bay Stadium on Thursday evening. Faria won the Scratch main for the second time in 1987 but he was involved in a crash in the Handicap main that put him on the shelf for the remainder of the week.

As usual, Schwartz and Faria entered the main event undefeated on the night. Schwartz, who had won 12 of the previous 14 Scratch mains, drew the pole and it looked like he would win once again. Schwartz busted into the lead ahead of Hicks, Lucero and Faria, who started in gate four.

Lucero took Hicks for second on the back chute on lap one but Faria was moving from the back of the pack. He found some outside drive and took Hicks for second. Without losing any momentum, he then shot by Lucero at the end of the first lap.

Faria was hooked up and going after Schwartz. He attempted to go around the leader as they went down the back chute on lap two but Schwartz had too much and beat him into turn three. Faria kept wide and raced around Schwartz for the lead as they exited turn four on the second circuit.

Faria still had to hold on for two laps and Schwartz tried to take him on the inside on the next trip around the brightly lit oval but he couldn't get the job done. Faria opened it up on the last lap and handed Schwartz only his third South Bay Stadium loss of 1987. Schwartz was second, four lengths back, with Lucero third.

Faria was hoping to score a double win by taking the Handicap main but those hopes crashed hard into the turn three crash wall. He tangled with Andy Northrup and went head on into the wall. Faria flew off the bike and struck his head and shoulder on the wall. Northrup also plowed the wall. Both were down for quite some time and it was clear, when Faria finally got up, that he was in no shape to continue. In fact, the crash kept him out of rounds two and three of the National Championship Series.

Results

SCRATCH: 1. Mike Faria (Jaw); 2. Bobby Schwartz (Wes); 3. Steve Lucero (Wes); 4. Gary Hicks (Wes).

HDCP: 1. Gary Hicks (Wes); 2. Scott Brant (Wesz); 3. Keith Larsen (Jaw).

SUP: 1. Scott Clark (Jaw); 2. John Hagen (Wesz); 3. Tim Jones (Wes).

PHOTO BY SCOTT DALOISIO

Gary Hicks claimed the Handicap main win at Ascot's South Bay Speedway.

Ott on top at IMS Speedway

By Scott Daloisio

SAN BERNARDINO, CA, JULY 15

Bobby Ott has won two of southern California's most prestigious races at John LaDouceur's Inland Motorcycle Speedway. In 1986, he won the California State Championship. On July 1 of this year, he captured first place in the Firecracker Derby. Those were big wins but up until this Wednesday evening he had never won a regular Scratch main at the track. That has changed.

Getting to the main was a monumental task for Ott and one other rider in the second Scratch semi. The other rider was Louis Kossuth and both he and Ott had to tangle with southern California's top winners in 1987, Bobby Schwartz and Mike Faria. Ott scored an upset win by pacing Faria and Schwartz home. The fans loved it and rewarded Ott with a huge cheer as he left the track.

Ott had the pole for the Cycle Rider, Inc. Scratch main with Faria out of two. Steve Lucero and Brad Oxley manned the two outside positions. Ott moved off the line with a big drive and set the pace on the start over Faria and Oxley.

Oxley went wide and Faria went low as they tried to relieve "Showtime" of the lead but the white leathered Ott fended off their advances. He drifted a little wide as they ended the first go-'round but Faria and Oxley couldn't capitalize on the situation. It was a tremendous three rider war for the lead and Ott was doing a sensational job of holding back his attackers.

Faria charged hard at the start of the final lap and it payed dividends. As they came off turn two the final time, the Jawa rider relieved Ott of the lead. Ott, like he did in last year's State Championships, went out to the boards in spectacular fashion, he snatched the lead back from Faria as they came off turn four and headed for the checkered flag. Ott, in incredible fashion, won by a length over Faria, Oxley and Lucero.

Tuff McBride brought a brand new Jawa to IMS for the very first time in 1987. When he left the track at the end of the program, he took the Jawa back home along with the trophy and first place check for the Handicap win.

McBride didn't win either of his first two races but he finished well enough to advance up the program. From there, he won both his semi and the eight lap main.

Kenny Peiper had the lead from the short yardage on the start but he was challenged by McBride and Andy Northrup on lap two. Northrup got past first for the lead with McBride having to battle Peiper for almost two laps before taking second away.

Northrup manned the point position until lap six when McBride guided his new machine past. Once by, McBride let the new machine out and he built up a small lead before taking the Sid Sutton checkered. Northrup looked like he was going to take second but in the last turn he went from second back to fifth when Lucero, Faria and Oxley all blitzed by.

Results

SCRATCH: 1. Bobby Ott (Gdn); 2. Mike Faria (Jaw); 3. Brad Oxley (Wes); 4. Steve Lucero (Gdn).

HDCP: 1. Tuff McBride (Jaw); 2. Steve Lucero (Wes); 3. Mike Faria (Jaw).

SUP: 1. Mark Coker (Wes); 2. Mike Reed (Jaw); 3. Mark Hannah (Wes).

Natvig nails LACR win

By Terry Rezek

PALMDALE, CA, JULY 12

In Sunday's CRC MX at Los Angeles County Raceway, Intermediate Derek Natvig swept both motos for the overall 80cc win, while Tony Suler and Dane Broesel scrapped it out in the Novice class in each moto, with Suler taking both and the overall Novice win.

Doug Houston went wire-to-wire in both the 125cc Intermediate races. The exciting battle was for second between Bubba Erickson and Jeff Barbacovi.

In round one, the two were in a tie for last coming off the start line, but by lap three, they were vying with two other riders for fourth. Erickson moved to fourth in lap five and to third the next lap. One of the few riders to shoot the doubles, Barbacovi went to fourth in lap seven. As Erickson moved to second in the last lap. Barbacovi followed him into third as the moto ended.

Houston was away and gone as soon as moto two began. Erickson quickly moved to second and Barbacovi just as quickly was into third. Erickson and Barbacovi went wheel-to-wheel for a few laps, closing up on Houston in the process. Barbacovi grabbed second and tried to take the lead from Houston. He overshot a turn and dropped back to third. Two laps later, Barbacovi leaped past Erickson to take second one more time then went down in the same turn he missed before. This time, Barbacovi was in a distant third and finished that way behind Erickson who also got second overall 125cc Intermediate.

Results

80 STK BEG: 1. Victor Banvelos (Kaw); 2. Jack Cox (Kaw); 3. Scott Johnson (Kaw).

80 STK NOV: 1. Tony Suler (Kaw); 2. Dane Broesel (Kaw).

80 STK INT: 1. Derek Natvig (Kaw).

80 MOD NOV: 1. Nick Mairose (Kaw).

VINT: 1. Landus Kent (Yam); 2. Dennis Ivarsson (Hon); 3. Bob Alvis (Yam).

VET BEG: 1. Mark Neal (Hus); 2. Marcus Lawson (Kaw); 3. Daniel Tufts (Kaw).

VET NOV: 1. Bobby Hudson (Hon); 2. Mike Rochester (Hon); 3. Charlie Strong (Hon).

VET INT: 1. Bob Alvis (Hon); 2. Frank Mierau (Yam); 3. Bob Dunhan (Yam).

VET EX: 1. Ken Zahrt (Hon); 2. Danny Sanchez (Hon); 3. Terry Davis (Hon).

125 BEG: 1. Jason Stephens (Hon); 2. Scott Pekarek (Suz); 3. Jon Forrest Hughlett (Yam).

125 NOV: 1. John James (Yam); 2. Daryl Hawkins (Hon); 3. Josh McRoberts (Hon).

125 INT: 1. Doug Houston (Hon); 2. Bubba Erickson (Suz); 3. Jeff Barbacovi (Yam).

250 BEG: 1. Robbie Dunham (Yam); 2. Rudy Chavez (Hon); 3. Pat McDonough (Hon).

250 NOV: 1. Dennis Urban (Kaw); 2. John James; 3. Pete Baeza (Hon).

250 INT: 1. Tim Telford (Hon); 2. Rich Barton (Hon).

250 PRO: 1. Murray Shackleford (Suz); 2. Ken Zahrt (Hon); 3. Shawn Patrick Lane (Hon).

500 BEG: 1. Jack Kell, Jr (Yam); 2. Joe Norkin (Yam); 3. Scott Pearson (Hon).

500 NOV.: 1. Tom Smith (Hon); 2. David Thayer (Hon); 3. Randy Pretzer (Yam).

500 INT: 1. Kelly Doyle (Hon); 2. Craig Conaway (Hon).

Halstead hammers Motosports MX

By Bill Holt

BYRON, IL, JULY 12

Taking advantage of premiun conditions at Motosports Park MX was Richard Halstead. Halstead served notice that he was the man to beat by taking back-to-back moto wins in both the 125 and 250cc classes.

In the 125cc Halstead led Aaron Yonely and Ken Hempen home in both motos, and in the 250cc he held off the charges of Jackson in both motos with Jeff Ricker holding on to third overall with a 5-2 day.

In the 80cc Junior it was Eron Ezerins (2-1) taking the overall over Jeff Faley (1-2) and Jason Bardoner (4-3). The 80cc Senior class saw Chuck Whitesell ace both motos over Richard Tom (2-2) for the overall with John Young hanging on to the third overall with a (4-3) finish.

The big group of 125cc B riders were split, and the first group saw Darren Hill (1-2) taking top honors and the big MMC Series points over Adam Garvey (3-1) and Mike DeFrancesco (4-4). The 125cc B Division two was a real dogfight between Don Grey and Ted Cieminski. Grey took the overall with a (2-1) finish over Cieminski (2-1). Third went to Tom Smith who followed them home in both motos.

The 250cc Bs were also split and both classes saw double moto winners. Division one belonged to Mark Wright. Wright led the battle for second in both motos. That battle was between Tim Filippi and Ken Kotatka. Filippi's 3-2 finish was what it took for the second spot, leaving Kotatka (2-2) in third.

Results

80 JR: 1. Eron Ezerins; 2. Jeff Faley; 3. Jason Bardoner.
80 SR: 1. Chuck Whitesell; 2. Richard Tom; 3. John Young.
125 B-1 MMC Series: 1. Darren Hill; 2. Adam Garvey; 3. Mike DeFrancesco.
125 B-2: 1. Donald Grey; 2. Ted Cieminski; 3. Tom Smith.
250 B-1 MMC Series: 1. Mark Wright; 2. Tim Filippi; 3. Ken Kotatka.
250 B-2: 1. Scott Jurgensen; 2. Richard Poplawski; 3. Erik Ezerins.
SR OVER 30: 1. Wayne Welzien; 2. Victor Paskus; 3. Todd White.
S/SR OVER 40: 1. Marv Wiemken; 2. Mike Micheli; 3. F.G. Bing.
VINT: 1. Mike Wiedmeyer; 2. Dan Wright; 3. Jim Jacobs.

DeHoff hooks up at Raceland SX

By Larry Johnson

DENVER, CO, JULY 11

The SRAC Supercross Series made its first stop at the Raceland facility today, and the inaugural event was a memorable one for Art DeHoff. The 1980 and 1981 80cc Expert state champ has ridden in the shadows of Albert Firestine, Tim Buchli and Stacey Cook since moving up to the 125cc Pros, but today he experienced some of the old glory by winning the class overall.

In round one, he followed LeeVern Berry and Cook into turn one. Cook took the lead later in lap one, but crashed near the end of lap two. He reentered in third and took back the lead from Berry on the last lap. He won ahead of Berry and DeHoff. A huge pileup in turn one of moto two was triggered by Cook, when he went down after getting the holeshot. Berry was in the melee, but DeHoff avoided it, taking the lead ahead of Keith Campbell. DeHoff held off Campbell for five laps, as Cook was charging from 16th to fourth. While attempting to cut inside Jim Mitchell for third, he clipped Mitchell's rear tire and highsided. Campbell, meantime, was passing DeHoff and finished first with DeHoff second. Cook, in pain, was able to limp in

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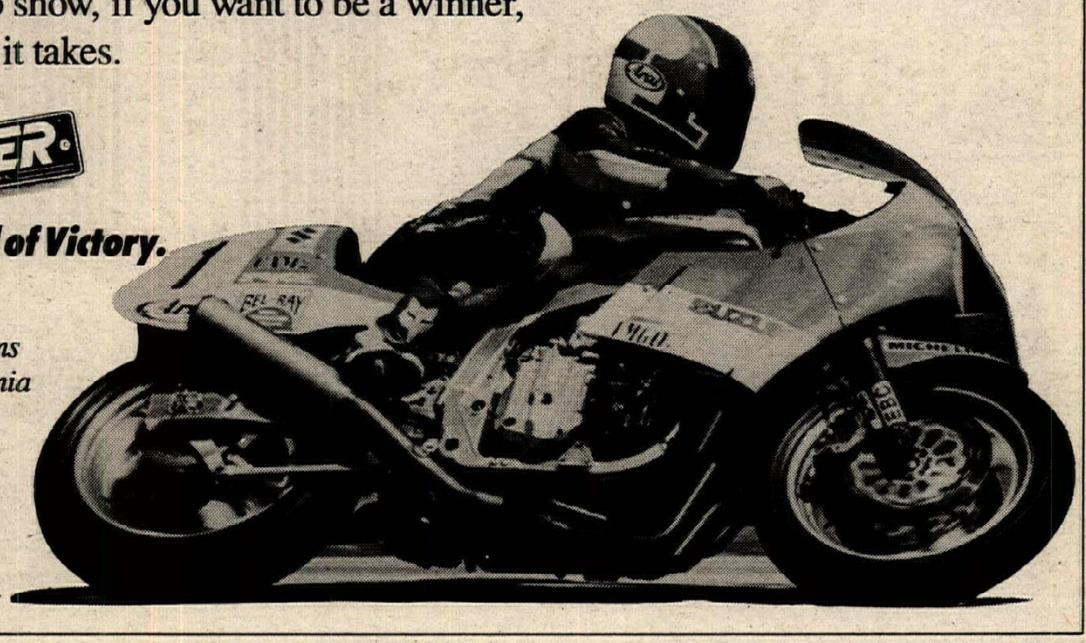

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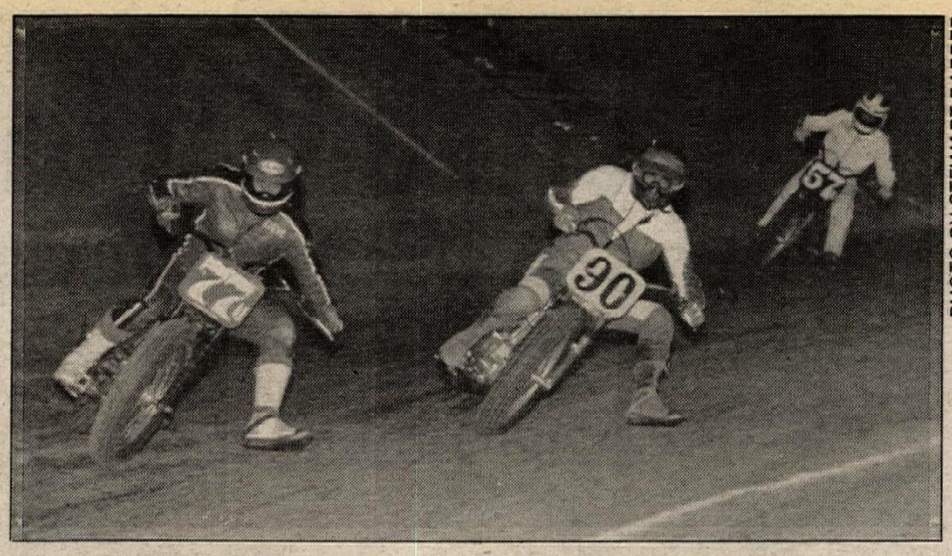


PHOTO BY STEWART BARBER

Steve Stewart (77U) leads Dave Bostrom (90) and Sherman Gresham (57E) at Lodi Cycle Bowl. Stewart topped the 500cc Junior class.

sixth for second overall.

Cook had no more luck in the 250cc Pros, because Derek Brown remained the hottest rider in the class for the second straight week. Brown led moto one all the way ahead of Corey Cope, Kip Sandell and Cook. Cook led round two from start-to-finish, but Brown was never more than a bike length behind.

Results

60 NOV: 1. Lane Swink (Kaw); 2. Curt Elworthy (Kaw); 3. Tony Gilman (Kaw).
60 AM: 1. Micah Moyes (Kaw).
80 NOV: 1. Trevor Starr (Hon); 2. Steve Albertson (Kaw); 3. John Russell (Kaw).
80 AM: 1. Phil Stevens (Kaw); 2. Jeff Nolan (Kaw); 3. Matt Padgett (Kaw).
80 EX: 1. Scott Fulcher (Kaw); 2. Andy Atkins (Yam).
125 NOV: 1. Tim Woolums (Kaw); 2. Brad Willems (Kaw); 3. Jeff Alles (Yam).
125 AM: 1. Josh Kellogg (Hon); 2. Tracy Guy (Kaw); 3. Todd Just (Hon).
125 PRO: 1. Art DeHoff (Yam); 2. Stacedy Cook (Hon); 3. Keith Campbell (Yam).
250 NOV: 1. Paul Obert (Yam); 2. Darrell Sharman (Hon); 3. Dan McLaughlin (Kaw).
250 AM: 1. Kenny Carson (Yam); 21. John Durfee (Hon); 3. Chad Anema (Hon).
250 PRO: 1. Derek Brown (Kaw); 2. Stacey Cook (Hon); 3. Corey Cope (Hon).
OPEN NOV: 1. Shane Knott (Hon); 2. Rick Maloney (Yam).
OPEN PRO: 1. Dave Newell (Kaw); 2. Kip Sandell (Yam).
VET NOV: 1. Boyd Lennberg (Hon); 2. Roy Gilman (Suz); 3. Jim Boman (Kaw).
VET AM: 1. Doug Haas (Kaw); 2. Jim Anderson (Kaw).
VET EX: 1. Shawn Smith (Hon); 2. Jeff Thomas (Yam).
SR AM: 1. Dan Merriman (Hon); 2. David Snell (Suz).
SR EX: 1. Jim Anderson (Kaw); 2. Terry Frydendall (Yam).

Shine stomps Lodi ST

By Mikki McBride

LODI, CA, JULY 11

Francis Shine Jr, walked away with top honors in the Veteran class at Lodi Cycle Bowl's Saturday night short track.

The Veteran class was big enough this week to let the Novices and Juniors run separately from the Experts. In the heat, Dave Bostrom, aboard his Honda jumped off the line like a rocket and he took the holeshot with Shine right on his back wheel. James Hodgin held a close third. Bostrom and Shine fought for first, with Bostrom keeping an edge over Shine at the checkered flag.

In the main, Shine got the holeshot, while Bostrom came off fourth behind Hodgin in second and Bill Knight in third. Bostrom was working hard and passed Knight coming out of turn four, then was hot on the heels of Hodgin when Hodgin lost a gear and DNF.

Shine was able to gain a lot of ground while Bostrom was fighting his way through the pack. It was Shine the winner at the checkered flag, Bostrom a fast-closing second followed by Knight in third, Gary Cordeiro in fourth and Mark Buchman sliding in for fifth.

Robert Damron piloted his Rotax to the holeshot in the 500cc Experts, Jaime Aguilar was a close second on his Harley-Davidson followed by Adam Sabedra in third, and Bobby McDowell in fourth. Damron started to pull away coming out of turn two while Sabedra and McDowell shot around the outside of Aguilar to take over second and third, respectively, leaving Aguilar in fourth and Randy Fisher in fifth. Ricky Smith and Steve Raymond went under Fisher and Aguilar, who went wide in turn four, to take over fourth and fifth spots. Damron went on to score the win, with Sabedra in second.

In the Pro-Am main event, the whole pack on the front row seemed to get off at the same time and it wasn't evident who was first until the pack came out of turn two. At the same time, Sal Hoffman edged his Harley out in front with Damron and Steve Raymond nearly side-by-side in second. Sabedra just pulled ahead of Fisher to take over fourth.

By the fourth lap, Hoffman had gained a two-bike lead over the pack with Damron pushing hard to catch up. Sabedra, passed Raymond on the ouside going down the backstretch was beginning to catch up with second place rider Damron, who was gaining on Hoffman, but lost control and went down.

Sabedra took over second, behind Hoffman, with Raymond in third, Fisher in fourth, and McDowell in fifth at the checkered flag.

Results

P/W: 1. Helder Alvernaz (Yam); 2 Steve Schneider (Yam); 3. Derel Phillips (Yam); 4. Aaron Gayle (Yam); 5. Tony R. Souza Jr. (Kaw).
60 NOV JR: 1. Eric Bostrom (Hon); 2. John Murphree (Kaw); 3. John Mitchell (Hon).
80 NOV: 1. John Hlebo III (Suz); 2. Ben Bostrom (Hon); 3. Steven Hlebo (Kaw); 4. Kenny Brown (Suz).
80 JR EX: 1. Earnie Martin (Kaw); 2. Anthony Freeman (Hon); 3. Chad McBride (Kaw); 4. Herbie Callen (Hon); 5. David Sanchez (Yam).
VET NOV JR: 1. Francis Shine Jr. (H-D); 2. Dave Bostrom (Hon); 3. Bill Knight (Yam); 4. Gary Cordeiro (Hon); 5. Mark Buchman.
VET EX: 1. John Taylor (Rtx); 2. George Cooper (Rtx); 3. Roy Fisher (Rtx); 4. Allen Yarrow (Yam); 5. John Hlebo Jr. (Yam).
250 NOV: 1. James Neuhart (Yam); 2. Jeremy Nunes (Hon); 3. Bobby Peichoto (Yam); 4. Rodney Freeman; 5. Joseph Kamm (Yam).
250 JR: 1. Kenny Waag (Yam); 2. Ronald Knight (C-A); 3. Bill Fagundes (Kaw).
500 NOV: 1. Fred Sanchez (Yam); 2. Rick Gregory (Hon); 3. Jed Hill (Hon); 4. Dwane Francisco (Hon); 5. Dale Robinson (Yam).
500 JR: 1. Steve Stewart (Yam); 2. Sherman Gresham (Rtx); 3. Dave Bostrom (Hon); 4. Gary Cordeiro (Hon); 5. Tim Selby (Hon).
500 EX: 1. Robert Damron (Rtx); 2. Adam Sabedra (Hon); 3. Bobby McDowell (Hon); 4. Ricky Smith (Hon); 5. Steve Raymond (Rtx)
PRO-AM: 1. Sal Hoffman (H-D); 2. Adam Sabedra (Hon); 3. Mike Gresham (Rtx); 4. Randy Fisher (H-D); 5. Bobby McDowell (Hon).

Rosa wins Bakersfield Short Track

By Laura Tisinger

BAKERSFIELD, CA, JULY 10

Jim Rosa won the 500cc Pro class at Bakersfield Speedway, beating out top local contenders, Donnie Harrell and Tommy Lynch. Jeff Reynolds claimed the heat win unchallenged from flag to flag. Jim Hestily held second until Rosa took the inside line in corner three coming out ahead. Mike Hale watched the heavy dicing and capitalized when Harrell lost control in a slide. Hestily dropped to finish fifth despite his excellent start. Rosa took second, Lynch and Hale were third and fourth, respectively.

Lynch wheelied for the main event lead, closely followed by Harrel and Rosa. Harrell and Rosa were executing extremely close slides and diced back and forth for second position. Hestily and Hale again went at it, Hale took the fourth place position behind Harrell. Harrell lost second to the hard-charging Rosa. Lynch hit corner three and all the top riders were extremely close. Lynch seemed to have missed a gear or had some type of difficulty as he seemed to drop anchor 30 feet from the checkers. Rosa held it on to take the win followed by Harrell claiming second and an upset Lynch taking third.

Honda pilot, Chad Ellis took the main event 500cc Amateur class over Scott Creager and Don Glendening. Although Glendening won the heat, Ellis cruised in for a third place heat finish behind Creager. Creager lost the heat lead to Glendening on the white flag lap, where he slipped underneath to grab a short lead for the win.

The main event proved to be very competitive also, but a clean race. Creager and Glendening again raced knee-to-knee even through wobbly slides. Creager lost his second to Glendening on lap six, and began to catch up to Ellis. Ellis took the checkers first, Creager second and Glendening third.

Jeff Reynolds and Tommy Lynch had spectators holding their breath for the 250cc Pro class heat race. Yamaha-mounted Lynch diced back and forth with Reynolds but couldn't quite beat him for the win. Reynolds poured it out coming on to the straights for the heat win over Lynch in second. Harrell ran a consistent third.

Reynolds again holeshot the main. Donnie Harrell took the low inside line through corner three to gain the lead. Lynch and Dore Potter battled for second. Lynch put the pressure on Reynolds coming on to the straight and took second. Lynch then moved underneath Harrell for the lead and the main event win. Harrell took second and Reynolds lost control in his slide and dropped back to fifth. Potter and Ryan Land rounded out the top four.

Results

VET: 1. Stan Sweaney; 2. David Dowding; 3. Gary McGinnes.
80: 1. Kevin Beutler; 2. Eric Griffith; 3. Tony Souzaur.
250 PRO: 1. Tommy Lynch; 2. Donnie Harrell; 3. Doren Potler.
500 AM: 1. Chad Ellis; 2. Scott Creagor; 3. Don Glendening.
500 PRO: 1. Jim Rosa; 2. Donnie Harrell; 3. Tommy Lynch.

Holder blasts Calhoun MX

By Jeff Jacobsen

CALHOUN, GA, JULY 12

Joey Holder, mounted on a Kawasaki, burned his competition in the Senior Mini class at Calhoun's Motocross.

The race was between Holder and Jeff Dempsey with Holder maintaining a small lead in the first moto. In the second moto, Dempsey was once again on Holder's tail until he went off the track on the fourth lap, giving Holder an easy win.

Lewis Thompson easily won both 125cc class motos on his borrowed Kawasaki, but the race was on for second between Jeff Stewart and Rodney Parker. Parker, who was in

fourth at the beginning of the first moto, shot past Stewart and Bobby Buffington to grab the second spot by motos's end.

In the second moto, Parker took the holeshot, but held it for less than a lap, giving up his lead to Thompson. At the end of the first lap, Stewart and Buffington were running neck-and-neck for second. Parker went down in the back section of the track and had to struggle to try and catch Stewart, but time was too short. Stewart took the runner-up spot in the moto and second overall.

Gary Brown and Sean Dillon fought it out for the win in the 250cc ranks. Dillon was the victor in the first moto, but he couldn't catch Brown in the second moto, giving the overall win to Brown.

Results

P/W: 1. Greg Day (Hon); 2. Preston Moon (Kaw).
JR MINI: 1. John Ownbey (Kaw); 2. Thomas Day (Hon); 3. Preston Moon (Kaw).
SR MINI: 1. Joey Holder (Kaw); 2. Kevin Abernathy (Suz); 2. Jeff Dempsey (Yam).
NOV: 1. Kelly Caldwell (Kaw); 2. Gary Brown (Hon); 3. Carey Thomason (Kaw).
125: 1. Lewis Thompson (Kaw); 2. Jeff Stewart (Kaw); 3. Rodney Parker (Suz).
250: 1. Gary Brown (Yam); 2. Sean Dillon (Yam); 3. Jay Johnson (Yam).
OPEN: 1. Mike Williams (Hon).
OVER 30: 1. Ricky Lamb (Hon); 2. Randy Tomlinson (Yam); 3. Thomas Day (Hon).

Sellards smokes Meadowlarks MX

By Peter Gus

AMHERST, OH, JULY 12

Motocross racers returned to the Meadowlarks track in Amherst and the action was hot and heavy.

One racer who made quite a show was Marcus Sellards who easily swept the 125cc B class by winning both heats. Marcus rode a Honda loaned to him by his friend and fellow racer Steve Gilland.

Another notable racer was Chris Grasso who won twice in the 125cc class, but he didn't have nearly as easy a time as Sellards. He was constantly bothered and sometimes passed by Kurt Kadas and Scott Bassett.

One rider who showed the big boys how to race was Matt Mastsolf, who rode a 60cc Kawasaki to victory in the first heat and second in the next to take the overall victory in the class. He was up against Mike and Randy Salamon, two brothers who are always tough and fast.

Results

60: 1. Matt Martsolf (Kaw); 2. Randy Salamon (Kaw); 3. Mike Salamon (Kaw).
80: 1. Mike Howell (Hon); 2. WM Koleno (Kaw); 3. Gene Kelly (Hon).
80 7-11: 1. Matt Martsolf (Kaw); 2. Zak Schaefer (Kaw); 3. Bert Cain (Suz).
125 B: 1. Marcus Sellards (Hon); 2. Bryan Jones (Kaw); 3. Bill Penick (Yam).
125 C: 1. Chris Grasso (KTM); 2. Chris Bodo (Hon); 3. Dave Dolesh (Kaw).
125 SB: 1. Bryan Jones (Kaw); 2. Steve Wooledge (Hon); 3. Chris Grasso (KTM).
250 A: 1. Harold Rubison (Suz); 2. Dale Taylor (Kaw); 3. Brian Smith (Hon).
250 B: 1. Mark Pahanish (Kaw); 2. Jim Deutsch (Hon); 3. Jeff Kardas (Kaw).
250 C: 1. Steve Wilmin (Kaw); 2. Shane Smith (Suz); 3. Ken Novak (Hon).

Hollien tops Lockport Trial

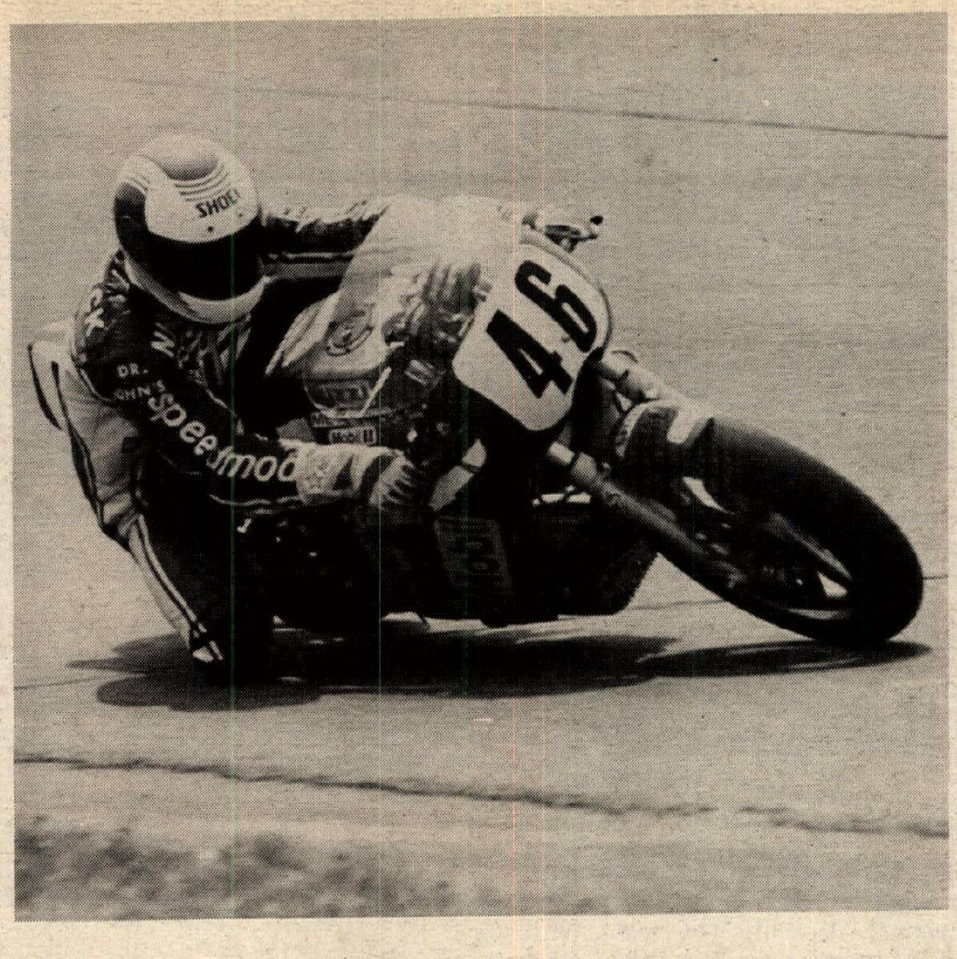
By G. Brinkwart

LOCKPORT, NY, JULY 12

A field of 45 riders from Canada and New York met in Lockport to ride LaVern Bowen's "Rock Pile". Cecil Hollien proved to be the top of the field, as he claimed the Premier class honors.

The rocky out-cropping known as the "Rock Pile", contrasts sharply with the surrounding flat lands. Riders had to negotiate sections with loose rock of all shapes and sizes, that changed lines every time they rode through them. Adding to the challenge were temperatures in the 90s and high humidity.

Hollien took the Premier award



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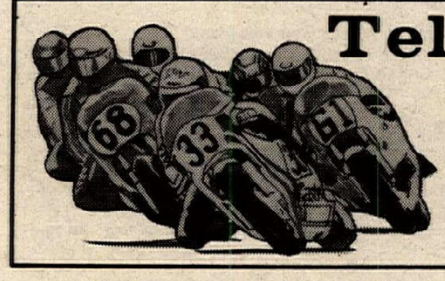

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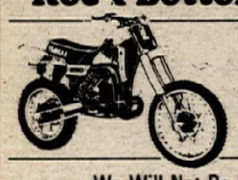

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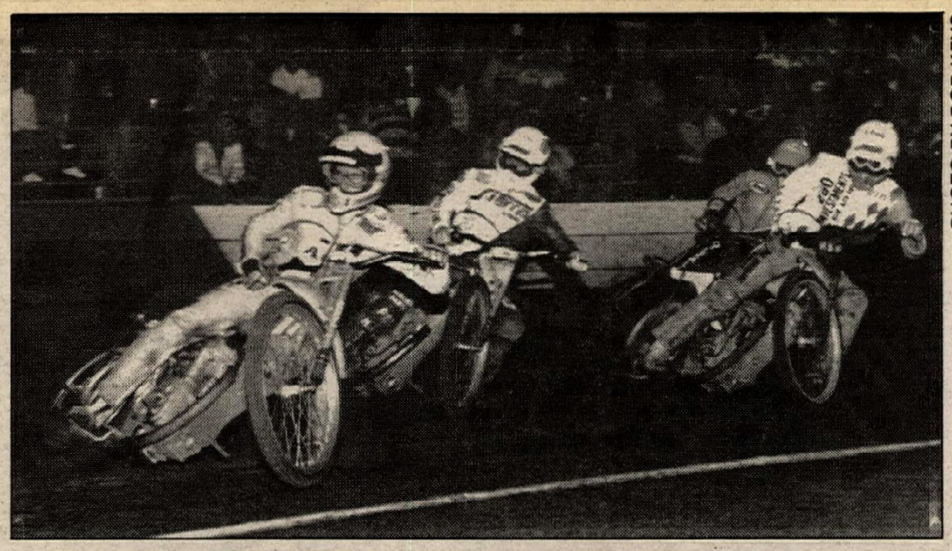

PHOTO BY BOB KEYS

Eddie Ingels (leading) took wins in the Handicap and Scratch mains at Baylands Speedway in Fremont, California.

with a 39 point total for the day. Many of the sections had tight turns filled with rocks, logs, roots and loose, mealy dirt requiring excellent bike control. Hollien commented after the event, "This was a trials where hopping and rear end flicks really paid off."

A very close match developed between Bob Foringer and Ted Kellogg with both riders handing in a final score of 80 points. The tie had to be determined by cleans. With eight more cleans, Kellogg took home Advanced class honors.

Intermediate Mark Pettit leveled his competition with a 30-point margin. Pettit had his off-camber, up hill turns dialed in dropping only 29 points for the day. Rich Slater bested his competitors winning Senior B with a 20 point total. Senior A honors went to Bob Schrader.

Raymond Peters collected his second win in the Novice class dropping only 12 points. This win will move Peters into the Intermediate class. Peters said, "This was a well organized event. Sections number one and number nine could have had a few more twists added to make them more interesting."

An excellent ride was handed in by Richard Freer in the Beginner class with a winning score of 45. This was Freer's first ride.

Results

PRE: 1. C. Hollien (Yam).
EX: 1. M. Komer (Mon); 2. T. Howarth (Yam); 3. T. Farr (Bet); 4. S. Brown (Yam).
ADV: 1. T. Kellogg (Yam); 2. B. Foringer (Mon); 3. G. Brinkwart (Bet); 4. D. Karst (Yam); 5. K. Medingwer (Bet).
INT: 1. M. Pettit (Yam); 2. S. Rose (Yam); 3. R. Rose (Yam); 4. J. Bolt (Yam); 5. D. Goyer (Mon).
SR A: 1. B. Schrader (Yam).
SR B: 1. R. Slater; 2. R. Bors (Fan); 3. L. Lovell (Yam); 4. G. Barns (Mon); 5. R. Kuzneski (Mon).
NOV: 1. R. Peters (Yam); 2. M. Hughson (Fan); 3. R. Faught (Bet); 4. S. Searls; 5. K. Heise (Yam).
Beg: 1. R. Freer (Yam); 2. G. Cornier (SMW); 3. C. Seeley (Kaw); 4. C. Smith (Mon).
SPTMN: 1. S. Faureau.

McClain tops IROC MX

By M.R. Edge

WHITEHORSE, Y.T., CANADA, JULY 10-12

Kawasaki of Anchorage-backed Jim McClain took top honors at the 12th Annual International Race of Champions (IROC) held in Whitehorse, Yukon Territory, Canada. The only Canadian to break McClain and his fellow Alaskans' win streak was Trent Haggard.

The IROC consists of three days of competition: a flat track, cross country and motocross. Individual winners in each class are crowned along with an overall champion. Henning's Yamaha-sponsored Haggard started his winning ways by taking the 250cc Expert flat track win. Haggard looked to have the Pro class win also, but a crash left Alaskan Kevin Schaub, on his self-sponsored Honda, with the victory.

Riders from all parts of Alaska, British Columbia, the Yukon Territory and the Northwest Territories competed during the weekend.

McClain easily took the 500cc class win, but finished out of the top 10 in the Pro class.

The next day's cross country race was 40 miles of very tight woods and shale hills. Schaub won the Pro class with a time of 2:10:46. Forty-two seconds later McClain crossed the line for second.

The final competition was a motocross and in the 250cc class it looked like Schaub would run away with the win, but a twisted ankle ended his chance of the class win and the overall victory. Haggard roosted his way to both the 250cc and Pro class wins.

McClain won the 500cc class and with his fourth place in the Pro class he secured the overall title of best off-road racer in the far northwest.

Results

FT
80: 1. Wayne Simonds (Kaw).
125: 1. Jason Anderson (Kaw); 2. Joe Good (Suz); 3. Callen Richert (Hon); 4. Mike Halleen (Hon); 5. Paul Pitzel (Hon).
250 NOV: 1. David Cook (Kaw); 2. Craig Hill (Yam); 3. Ken Slonski (Hon); 4. Jay Nelson (Hon); 5. Norman Harris (Yam).
250 EX: 1. Trent Haggard (Yam); 2. Ralph Blanchard (Kaw); 3. Kevin Sachaub (Hon); 4. Gerald Wiens (Hon); 5. Greg Chatterton (Suz).
500: 1. Jim McClain (Kaw); 2. Bruce Stingley (Hon); 3. Gerald Wiens (Hus); 4. Brad Bomhoff (Hon); 5. Trevor Hagggard (Hon).
PRO: 1. Kevin Scahaub (Hon); 2. Ralph Blanchard (Kaw); 3. Trent Haggard (Yam); 4. Gerald Wiens (Hon); 5. Donny Russell (Kaw).
CC
NOV: 1. John Fogliani (Yam); 2. Ray Morton (Hon); 3. Barry Jackson (KTM); 4. Rheo Bedard (Yam); 5. Brian Duncan (Hon).
EX: 1. Chad Lewis (Yam); 2. Mike Guthrie (Kaw); 3. Jason Whitney (Yam); 4. Craig Hill (Yam); 5. Randy Horton (Hus).
PRO: 1. Kevin Schaub (Hon); 2. Jim McClain (Kaw); 3. Ralph Blanchard (Kaw); 4. Jay Nelson (Hon); 5. Trent Haggard (Yam).
MX
80: 1. Wayne Simonds (Kaw).
125: 1. Joe Good (Suz); 2. Jason Anderson (Kaw); 3. Callen Richert (Hon); 4. Mike Guthrie (Kaw); 5. Aaron Poland (Kaw).
250: 1. Trent Haggard (Yam); 2. Kevin Schaub (Hon); 3. Jim Stewart (Suz); 4. Greg Chatterton (Suz); 5. Ralph Blanchard (Kaw).
500: 1. Jim McClain (Kaw); 2. Bruce Stingley (Hon); 3. Trevor Haggard (Hon); 4. Brad Bomhoff (Hon); 5. Nate Lavelly (KTM).
PRO: 1. Trent Haggard (Yam); 2. Joe Good (Suz); 3. Ralph Blanchard (Kaw); 4. Jim McClain (Kaw); 5. Jason Anderson (Kaw).
O/A: 1. Jim McClain; 2. Bruce Stingley; 3. Kevin Schaub; 4. Trent Haggard; 5. Jason Anderson.

Ingels takes two at Baylands Speedway

By Bill Spencer

FREMONT, CA, JULY 9

Eddie Ingels joined John Cook as the only rider to double at Thursday night class A speedway under the lights of Baylands Raceway Park during round 11 of the 18 race season.

Ingels now leads the overall high point honors by nearly 300 points over Bart Bast where the title round will likely have over $4500 in bonus monies. Bobby Hicks started out the night's action with a first heat race win over Steve Martin and Duane Yarrow, while Jeff Kniss took the Russ Joseph Racing Engine special to the second heat front spot over Mike Solis and Washington's Seth Church.

Ingels brought the crowd to life with another heat race that saw him take to the rim riding line and pass all for the big time win. Vance Felicio held on for the second over Scott McNeil. Nick Geranio topped the final Handicap heat over Bobby Heddon, while Jim Sisemore moved in for the final transfer late in the action.

Ingels didn't even have to worry about the pick on the line for the main as he got the proverbial license to steal and stole the show with a rather late move, but one that worked well enough to have the lead down the back straight. The strange part was that he worked a very wide line for two laps that saw Bast move into second and nearly swoop the inside, but just before that was to happen, Ingels moved down and copped the line that took him to his first double of the year. Bast held the very, very close line for second and Martin was third over Parsons.

Dan Neilson got rather sideways at the start of the Division Two main and some mild crashing saw Perry Sherman survive the best for his first win of the year here, while Kerry Puccio showed up second over Neilson. Charlie Venegas topped the Division Three main for the second straight night in a fine, but scary show that saw him going fence-city as well as the checkers on the last lap turn of the last lap. Everyone held their breath for just the right amount of time and he won over Matt Vulk and Lyle Gossett. Junior Speedway continues to show Dustin Schroeder as top dog over Tommy Heddon.

Results

SCRATCH: 1. Eddie Ingles; 2. Bart Bast; 3. Steve Martin; 4. Mike Parsons.
HDCP: 1. Eddie Ingels; 2. Nick Geranio; 3. Steve Martin; 4. Vance Felicio; 5. Mike Solis.
D-2: 1. Perry Sherman; 2. Kerry Puccio; 3. Dan Neilson; 4. John Grant; 5. Shawn Venables.
D-3: 1. Charlie Venegas; 2. Matt Vulk; 3. Lyle Gossett; 4. Bryan Barrett; 5. Mark Squadrito.
JR SPDWY: 1. Dustin Schroeder; 2. Tommy Heddon; 3. Shawn Jackson; 4. Bobby Gately.

Cook scores at Gold Country Speedway

By R.C. Jones

AUBURN, CA, JULY 11

Southern California riders invaded Gold Country Speedway, but local favorite Johnny Cook performed his speedway magic. Cook was able to pull off a double victory, topping the Scratch and the Handicap mains, to become the first rider this season to accomplish the double win.

The Scratch main was a northern vs. southern California run, with John Cook and Greg Martz going against southern California's Doug Nicol and Greg Hancock. Cook took the early lead into the first turn with Martz dueling with Hancock for the second spot. After a lap Hancock was able to slip past Martz and went after Cook. Cook had two bike lengths on Hancock and started putting on the show, but Hancock closed in quickly. Hancock got close on the last turn, but Cook held off the charge for the win.

Vance Felicio blasted off with an early lead in the Handicap main. Scott McNeil was trying to hold off Marc Prince while the rest of the pack sorted itself out. John Houston started from the 40 and led the charge, picking off a rider or two every lap, until closing in on Felicio. Cook meanwhile knew a good thing when he saw it, followed Houston's trail through, letting Houston do the dirty work.

With two laps left Houston and Cook were in charge, and the crowd was on their feet screaming and stomping for Cook to take the lead. Houston kept Cook behind him with some smooth riding, but turn four on the last lap did Houston in. When Houston bobbled Cook snuck through for the win.

Joe Leonard picked up his first win in Division Two after holding off John Grant in second, and Charlie Venegas squeaked out a third over the charging Mike Kain.

When the leader, Ernie Morris slid out, Tommy Hedden never looked back and held off the quick Dustin Schroeder in the Junior main with Shawn Jackson picking up the third spot.

Results

SCRATCH: 1. John Cook; 2. Greg Hancock; 3. Greg Martz; 4. Doug Nicol.
HDCP: 1. John Cook; 2 John Houston Jr; 3. Vance Felicio; 4. Marc Prince.
D-2: 1. Joe Leonard; 2. John Grant; 3. Charlie Venegas; 4. Mike Kain.
D-3: 1. Lyle Gossett; 2. Mike Browne; 3. Tony Morgan.
JR: 1. Tommy Hedden; 2. Dustin Schroeder; 3. Shawn Jackson; 4. Ernie Morris Jr.

Cliff hot at Action Park East Speedway

By Todd Kroh

GREENE, NY, JULY 11

Pat Cliff, who a week earlier completed the hottest racing weekend of his career, kept the fire lit as he won the Handicap main event at Action Park East Speedway. Warren Diem racked up yet another victory in Scratch racing.

The team of Lewis and Lewis finished one and two in the first Handicap heat as son John led father George home. Diem, George Lazor and Mark Edwards won the other three heats. Mike Cortese held the lead in the first Handicap semi, setting the pace ahead of Mike Buman and Tom Burge. Burge and Lazor made the pass on Buman during lap four, but Cortese appeared untouchable. Cortese then fell with one lap remaining allowing Berge to take the checkered with Lazor and Buman in the other transfer spot. Semi number two found Cliff heating up as he led all six laps keeping Diem and Damien Cornwell in arrears.

Cliff took the lead off the 20-yard line in the main event leading Mike Buman around on lap one. On lap three, Diem had made his way up through the pack to take second place. But that is as far as he could get. By that point Cliff had an insurmountable lead. Cliff wheelied across the line for a win that would send him to the 30-yard-line for the next race.

Cliff also took the first of the four Scratch heats downing John "Boogie" Lewis. Lazor had a four-lap battle with Bruce Nelson in their heat before beating him to the checkered as both riders made the transfer. Diem and Burge conquered the remaining heats.

After Diem bested Nelson, Cliff and Cornwell in the first semi, Lazor, Burge, Lewis and Edwards took the line for one of the wilder semis in recent weeks. Lazor took the lead into the first corner and jetted down the back straight ahead of Lewis. When he came down the front chute Lazor saw the red light had come on and he slowed in turns one and two as the other riders went by. The race was then red-flagged because of the electrical problem that tripped the red light. Lazor won the restart, but the real casualty was Lawis had a transfer spot in the original race but could only muster third in the restart.

Lazor grabbed the holeshot in the main event out of the third position.

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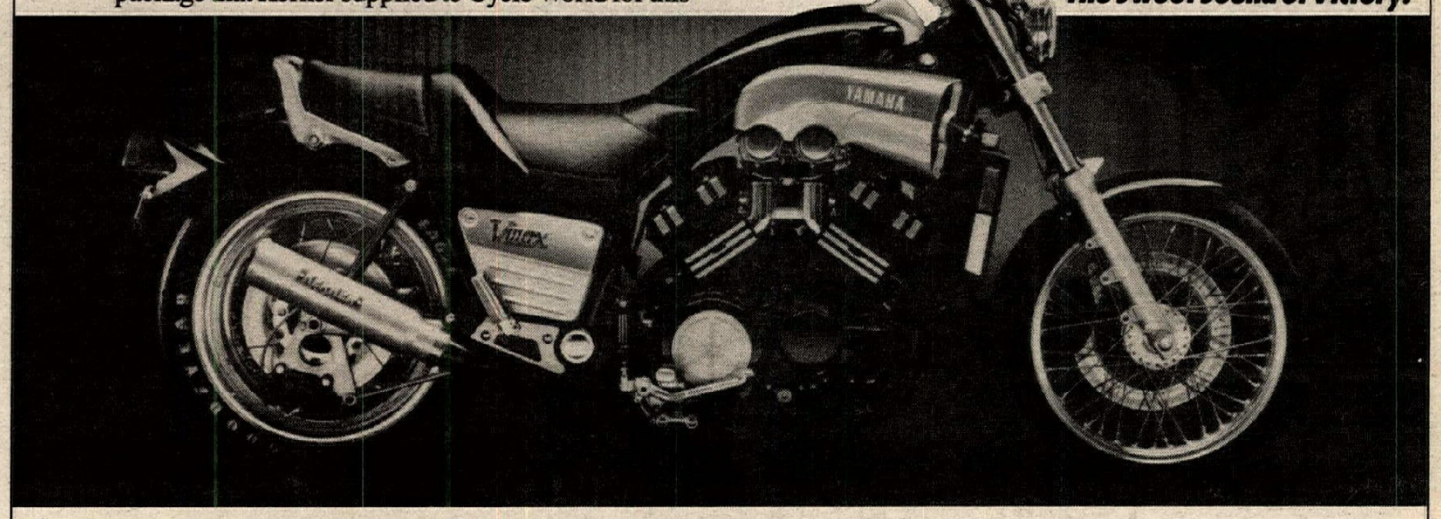

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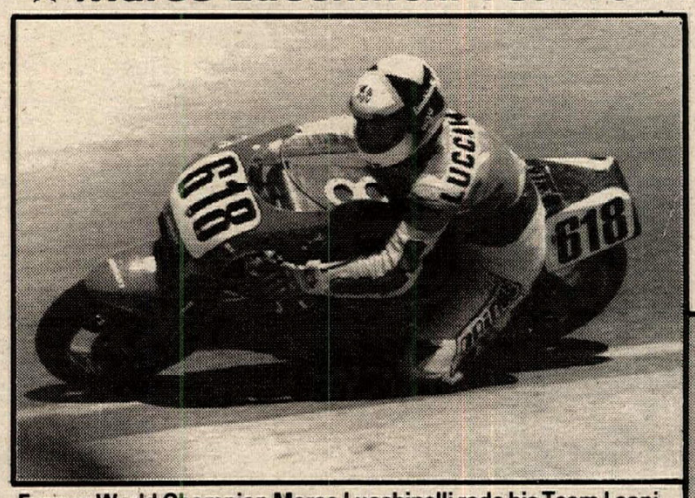

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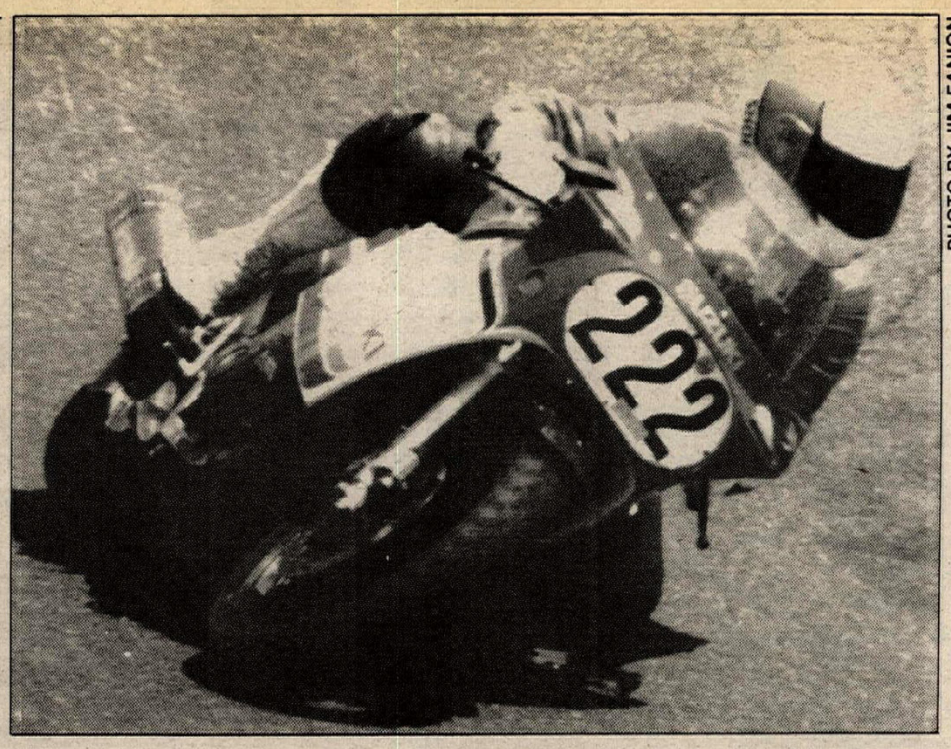
PHOTO BY JIM FANION

Bill Loomis took victories in the Formula One class and two other classes at Bryar Motorsport Park in New Hampshire.

Diem, who was a close second off the line, had the inside line and slipped by Lazor going down the back chute. Lazor gave chase, trying to make different grooves of the track work with no success. Diem took his fifth Scratch main of the year and Burge took second from when Lazor went wide coming off turn four on the last lap.

Results

D-1: 1. Warren Diem (Gdn); 2. Tom Burge (Gdn); 3. George Lazor (Jaw); 4. Bruce Nelson (Gdn).
HDCP: 1. Pat Cliff (Jaw); 2. Warren Diem (Gdn); 3. Tom Burge (Gdn); 4. George Lazor (Jaw); 5. Mike Buman (Gdn).
D-2: 1. Charlie Jacobs (Jaw); 2. Greg Didas (Jaw); 3. Marco Morello (Hon); 4. Chris Lord (Jaw).

Lewis, Ladd land Murray ST wins

By Karen Lewis

MURRAY, KY, JULY 11

John Lewis put in a come-from-behind ride to top the 250cc class while Aaron Ladd topped the evening's biggest class, the 65cc ranks in short track action at Murray. A light rider turnout saw a track that held up well with tight corners and extra-long straights.

David Menser came from the penalty line to grab the holeshot in the 250cc final. Lewis came around the outside of turn one on lap two to grab the lead, which he turned into a runaway win. Menser had his hands full with Denne Williams, until Williams DNF with two laps left. Kevin Woodruff inherited the last top three positions.

Ladd took the lead off the start in the 65cc final and was all alone until the halfway mark when Jon Camp moved up to challenge. A lap later Chris Boone was also in the hunt. Ladd held onto the lead and took the win while Boone slipped underneath Camp to take the runner-up spot. Joshua Knott and Kyle Smith rounded out the top five.

Williams and David Flowers battled for the lead in the Open class, until Flowers slipped off the groove. Williams took a straight-away win, as Karl Meyer slipped in for second over Flowers.

Meyer continued the trend of huge lead wins by dominating the Senior class. Buddy Akers, Danny Collins and Bill Just each had second at one time, but it was Akers with the spot at the flag.

Results

AUTO: 1. Jon Camp (Yam); 2. Beau Braswell (Yam); 3. Jason Goodwin (Yam).
65: 1. Aaron Ladd (Hon); 2. Chris Boone (Kaw); 3. Jon Camp (Yam).
80: 1. T.J. Burnette (Yam); 2. Eddie Brandon (Yam); 3. Chris Boone (Kaw).
200: 1. Mark Walker (Suz); 2. Buddy Akers (Kaw).
250: 1. John Lewis (Hon); 2. David Menser (Yam); 3. Kevin Woodruff (Yam).
OPEN: 1. Denne Williams (Yam); 2. Karl Meyer (Yam); 3. David Flowers (Suz).
SR: 1. Karl Meyer (Yam); 2. Buddy Akers (Suz); 3. Danny Collins (Yam).
125: 1. Eddie Reagor (Suz); 2. T.J. Burnette (Yam); 3. Brian Dowell (Yam).

Sadowski sails to Bryar RR win

By Jim Fanion

LOUDON, NH, JULY 4-5

Expert David Sadowski lengthened his already considerable point lead by sweeping the Production One and Two and Middleweight Supersport sprints. Sadowski, aboard his Butch LaCroix-engineered GSXR1100 and GSXR750 Suzukis, and CB600 Honda Hurricane, took all three 10-lap jaunts wire-to-wire. In fact, Sadowski's point gap is so outstanding in these classes that he's considering skipping the next Loudon Road Racing Series outing to compete at the Mid-Ohio National Road Races.

Another hot weekender, who didn't seem to be bothered by the backward running of the 1.1 mile, 10-turn, Bryar race course was expert Bill Loomis. Loomis aced the Formula One Heavyweight Supersport Modified Production One sprints. The only real competition Loomis had in his wins was in the M-1 dash race. John Grush got the leap from the go with Loomis and Jr. Edward LaGram in pursuit. On the third lap, Loomis slid his Suzuki on past Grush and pulled away. The tenacious LaGram then worked his GSXT1100 Suzuki around Grush's FZR1000 Yamaha and came home second. Grush trailed close in for third.

Results

SATURDAY

F-1 EX: 1. Larry Hanlon; 2. Ed Abdo; 3. Sherry Dowling.
F-1 JR: 1. Thomas Verille; 2. Chris Spindler.
F-1 NOV: 1. Bill Wiedner; 2. John Sweeney.
PROD 3 EX: 1. Steve Lombardo; 2. Gerald DeGray.
PROD 3 JR: 1. Tod Hebert; 2. Brian White; 3. Lee Block.
PROD 1 NOV: 1. Herb Wright; 2. Mark Cannamela; 3. Tracey Meiggs.
F-1 NOV: 1. Gary Gorman; 2. Williams Taylor; 3. David Pearson.
F-1 EX: 1. Bill Loomis; 2. John Grush; 3. Titian Bue.
F-1 JR: 1. Michael Kenney; 2. Mark Reynold.
PROD 4 EX: 1. Ron DeGray; 2. Craig Baldwin.
PROD 4 JR: 1. David Parks; 2. Byron Baiden.
PROD 4 NOV: 1. Bill Morrow; 2. Bill Weidner.
F-4 JR: 1. Ronald Franchino; 2. Adam Molny.
F-4 NOV: 1. Todd Shute; 2. Steve Connell.
MOD PROD 3 NOV: 1. Larry Colton; 2. Tim Newman; 3. Thomas Murray.

SUNDAY

MOD PROD 2 EX: 1. Brian Johnston; 2. Gordon Barrett; 3. Donald Orsini.
MOD PROD 2 JR: 1. Allen Gillette; 2. Marc Smith; 3. Michael Kenney.
PROD 1 EX: 1. David Sadowski; 2. Mark Velardi.
PROD 1 JR: 1. Edward LaGram; 2. Bob Wright.
MOD PROD 1 NOV: 1. Cary Gorman; 2. Jose Ribeiro; 3. Will Wright.
M/W S/SPRT EX: 1. David Sadowski; 2. John Ramsay; 3. Bruce Baldus.
M/W S/SPRT JR: 1. Brian White; 2. David Singleton; 3. Tim MacLeod.
MOD PROD 4 EX: 1. Ed Abdo; 2. Gordon Razee; 3. Sherry Dowling.
MOD PROD 4 JR: 1. Joe Santoro; 2. Thomas Verille; 3. Chris Spindler.
MOD PROD 4 NOV: 1. John Sweeney; 2. Bill Morrow.
F-TW EX: 1. Joe Lamirault; 2. James Whitaker.
F-TW NOV: 1. Bill Weidner.
PROD 2 EX: 1. David Sadowski; 2. Mark Bougas.
PROD 2 JR: 1. Stephen DeCamp; 2. John Butterman; 3. Bob Malaguti.
F-2 NOV: 1. Pete Schweitzer; 2. Larry Colton; 3. Donald Rajczi.
H/W S/SPRT EX: 1. Bill Loomis; 2. Titian Bue.
H/W S/SPRT JR: 1. Mark Smith; 2. Gregory Tefft.
PROD 3 NOV: 1. Larry Colton; 2. Tim Newman; 3. Greg Valk.
MOD PROD 1 EX: 1. Bill Loomis; 2. John Grush.
MOD PROD JR: 1. Edward LaGram.
MOD PROD 3 EX: 1. Chris Martone; 2. Gary D'Aluisio; 3. Chris D'Aluisio.
MOD PROD 3 JR: 1. David Singleton; 2. Tod Hebert; 3. Stephen Darcy.
M/W S/SPRT NOV: 1. Peter Schweitzer; 2. Larry Colton.
H/W S/SPRT NOV: 1. Mark Cannamela; 2. Brian Hax.
F-2 EX: 1. Lawrence; 2. Bill Blythe; 3. Titian Bue.
F-2 JR: 1. Ronald Franchino; 2. Fabio Bargagna; 3. Jeff Wright.

Diem bombs Action Park East Speedway

By Todd Kroh

GREENE, NY, JULY 4

The traditional July 4th weekend speedway program at Action Park East brings with it the annual Pepsi Summer Salute. As the season tradition continues, Warren Diem was found at the top of the heap once more during a night of all scratch racing.

The first round of heat races went in short order. Diem, George Lazor, and Chris Rudy took wire-to-wire wins for three points apiece. Tom Burge bested a tough Pat Cliff in the other heat for what would be the first of his three heat wins. Cliff came back in heat five to down Steve Watson. Lazor took heat six and Diem won another heat in start-to-finish style. John Lewis, who followed Diem home in the first heat, captured the win in race eight to finish off the second set of heat races.

Round three, consisting of heats nine through 12 saw Dale Wakefield, Cliff, Diem and John Lewis collecting three points each. Tom Burge, a usual model of consistency, won only his second race by topping Joel Monell in heat 13. Wakefield returned in race 14 and scored his second victory over Mike Cortese.

In heat 15, Diem won the first turn battle with Lazor and went on to beat Lazor, Cliff and Greg Didas. Steve Watson snagged his only win in heat 16. Lazor and Burge won wire-to-wire events as the track was becoming a one-groove raceway. That fact was proven as Diem won the second to the last heat. Wakefield won heat 20 with Cliff second. That gave both riders enough points to enter the four-rider, four-main event final.

Diem had his Diem Cycle/Keech Video Godden on the pole with Wakefield lined up next to him, Lazor in hole three and Cliff on the outside. Lazor and Diem rode into the first turn together, but the inside advantage gave Diem the lead down the back straight. Lazor made a four lap effort to overtake Diem but could not make the pass. Wakefield rode his John Lehle/Carlisle Tire/Simpson Weslake to a third place finish ahead of Cliff. Heat two saw Lazor power his Robinson Cycle/Oury Grip/Tsubaki/JT Racing Jawa into the lead with Cliff tucked into the second spot. Diem was mired behind Wakefield, in fourth after a miscue in turn one. Diem eventually managed a third place finish as he and Wakefield both got by Pat Cliff. After two of four main event rounds Lazor

led with five points, Diem had four, Wakefield three and Cliff zero.

Lazor looked to have the start wired in the third main, but a red flag caused by Wakefield necessitated a restart. On the restart Lazor got a horrible start and Diem was off and running. Cliff put his Robinson Cycle Jawa in second and kept Lazor and Wakefield at bay. With one race remaining Diem now had a one point lead on Lazor.

Lazor had to finish ahead of Diem and it looked like he might as he led lap one of the final main event. It was short-lived as Diem moved past on lap two and secured the victory and the championship. Pat Cliff and Dale Wakefield ended the evening tied for third position behind Lazor and Diem.

Results

MAIN-1: 1. Warren Diem; 2. George Lazor; 3. Dale Wakefield; 4. Pat Cliff.
MAIN-2: 1. George Lazor; 2. Dale Wakefield; 3. Warren Diem; 4. Pat Cliff.
MAIN-3: 1. Warren Diem; 2. Pat Cliff; 3. George Lazor; 4. Dale Wakefield.
MAIN-4: 1. Warren Diem; 2. George Lazor; 3. Pat Cliff; 4. Dale Wakefield.
O/A: 1. Warren Diem.

Randt topples Clear Cut Enduro

By Kevin S. Mitchell

ATLANTA, MI, JUNE 28

Alan Randt powered his Lansing Cycle Husqvarna 430 through 80 miles of stumps and logs to win the overall by two points over Yamaha YZ250-mounted Brian Mull at the Clear Cut Enduro.

Many riders, including Randt were seen taking soil samples, since many trail obstacles were hidden by waist high ferns.

West Michigan Enduro Riders checked riders both in and out of each section. Unfortunately the section before the first gas had to be thrown out because of missing arrows which delayed many riders.

Results

EX HI-PT: 1. Brian Mull.
A HI-PT: 1. Dan Griswald
B HI-PT: 1. Geoff Harris.
C HI-PT: 1. Tom Ederer.
O/A: 1. Allan Randy; 2. Brian Mull; 3. Dan Griswald; 4. Brian Lohman; 5. Steve MacClean.
EX: 1. Brian Lohman; 2. John Hoffman; 3. Kevin Volmar.
86-125 A: 1. Gary Christopher.
126-200 A: 1. Tom Densmore; 2. Bryan Dull; 3. Lou Lipka.
201-250 A: 1. Kevin Allen; 2. Mike Lamb; 3. Brad Barnes.
251-OPEN A: 1. Steve MacClean; 2. Ken Brown; 3. Jim Keyes.
4-STRK A: 1. Doug Hodge; 2. Al Fredrickson; 3. Berkley Calkens.
SR 40+ A: 1. Dennis Wagner; 2. Alan Camp; 3. Bob Bulmar.
86-125 B: 1. Craig Hall; 2. Rick Warrens; 3. Terry Cramer.
126-200 B: 1. Jim Krist; 2. Mike Vetaverniek; 3. Gene Brewer.
201-250 B: 1. Ed Machovsky; 2. Greg Williams; 3. Brian Light.
251-OPEN B: 1. Dan Hoeksena; 2. Robert Rowe; 3. Dan Eaton.
4-STRK B: 1. Frank Phillips; 2. Evert Hall; 3. Chris Murphey.
SR 40+ B: 1. Gary Dell; 2. John Bombyk; 3. Jim McVicar.
S/SR 50+: 1. Ted Proffer; 2. Al Cady.
WMN: 1. Loo Mome; 2. Emma Kavzinska.
86-200 C: 1. David Stearns; 2. Robert Shaw; 3. Jeff Bernhard.
250-OPEN C: 1. Randy McCaley; 2. Robert Rone; 3. Jim Meininger.
201-250 C: 1. Mark Locey; 2. Kenty; 3. Doug Layman.

Felico, Ingels split wins at Baylands Speedway

By Bill Spencer

FREMONT, CA, JULY 2

Vance Felicio and Eddie Ingels split main event wins at Baylands Raceway Park's 10th round of class A speedway on the one-seventh-mile dirt oval in a close night of great competition.

Felicio had won the Division Two main just two weeks ago and held on for the main event win despite some tremendous pressure from Nick Geranio and Steve Martin. It was Martin who started out the heats, winning the first over Rocky Robin-

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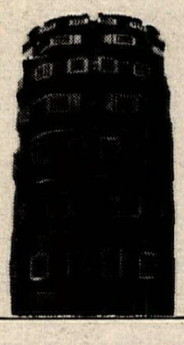

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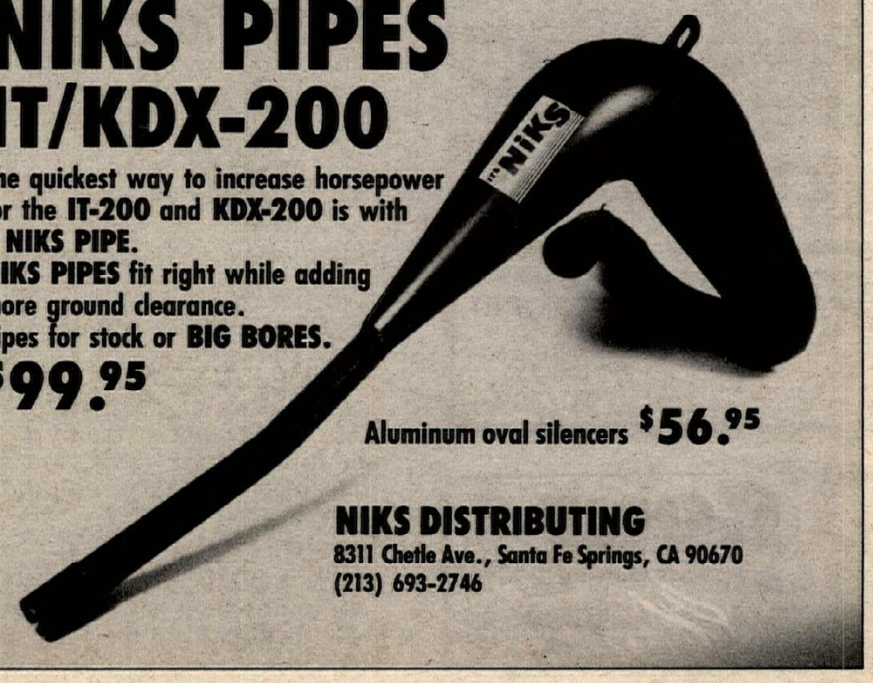

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PHOTO BY SAM R. GAMMON

Jim Chester piloted his Kawasakis to wins in the 125 and 250cc classes at Blountville, Tennesee's motocross.

son and Gerantio. Ingels topped the second heat over Greg Martz and Bobby Hicks, while Solis looked spiff in the third heat over Bart Bast and Sisemore. Felicio and the Napa Cycle Salvage machine held the line for the final Handicap heat win over Kid Curry and Joe Leduc.

Felicio led off from the zero and made all the right moves as Sizemore held an inside line to make more forward moves than Robinson who stayed wide too long. Geranio closed in on the white flag lap with Sisemore making the big pitch off the last turn only to have Martin get around him and in the closest of finishes to date, Felicio won over Geranio and Martin with Sisemore over Robinson.

Ingels looked like he was last out of the main event nongate, but once again, he was first off the turn and led all laps. Bast had to work away from Martin and once again was wearing Ingels' rear Carlisle as they strode on in formation for Ingels fourth Scratch main of the year.

Results

SCRATCH: 1. Eddie Ingels; 2. Bart Bast; 3. Steve Martin; 4. Jim Sisemore.

HDCP: 1. Vance Felicio; 2. Nick Geranio; 3. Steve Martin; 4. Jim Sisemore; 5. Rocky Robinson.

D-2: 1. Kerry Puccio; 2. Rob Damron; 3. Joe Leonard; 4. Perry Sherman; 5. Shawn Venables.

Dement doubles Blountville MX

By Sam R. Gammon

BLOUNTVILLE, TN, JULY 4-5

Rain all night Friday night and heavy rain Saturday turned this weekend's race at Blountville into more of an enduro. All of the riders who survived are to be commended. Texas rider Jeff Dement was the ironman of the day Saturday, as he took home double class wins.

Dement won the first moto of the 65cc Stock class over Zac Bradshaw and topped Jason Harden the second time out for the overall.

Chris Orue won the first moto of the 85cc 7-11 Stock leading every lap, but Dement took second and charged back through the mud to win the second moto and the overall. Matt Shue carded a fourth and a second for second overall.

Gene Naumec made his long haul from Connecticut pay off as he took home the overall in the 125cc Stock 12-15 class. He led the first moto from start-to-finish and followed Todd Downs in the second time around for the class win.

Eddie Adair was smooth and consistent, as he won the 125cc Modified with two second place finishes. Naumec won the first moto and Downs won the second moto, but both had problems in their other moto.

In the 250/500cc C class, local competitor David Lester showed his stuff as he easily won both motos. Tim Jennings powered to second the first moto, but got stuck the second moto and Jason Alday finished second after having pulled the holeshot.

Barry Higgins and Tony Distefano had a heated battle the first moto of the 30+ Senior class. As the moto wore on, Tony D's smooth style pulled him ahead for the win. Distefano fell on the first lap of the second moto and Gary Keith took the lead and held it for two laps before Distefano worked his way through the mud and pulled ahead to win. Keith finished second over Kim Lefeuer and Steve Lady.

Results

50 AUTO: 1. James Legg (Yam); 2. Kevin Broadstreet (Yam); 3. Ryan Thomas (Yam); 4. Jason Thomas (Yam).

60 STK 7-11: 1. Jeff Dement (Kaw); 2. Patrick Hizel (Kaw); 3. Kerie Fleenor (Kaw); 4. Zac Bradshaw (Kaw).

85 MOD 9-13: 1. Patrick Slate (Yam); 2. Jason Fowler (Kaw); 3. Bret Beauchamp (Kaw); 4. Shane Hampton (Yam).

80 STK 7-11: 1. Jeff Dement (Kaw); 2. Matt Shue (Yam); 3. Ben Ricks (Yam); 4. Chris Orue (Suz).

85 STK 12-13: 1. Eric Arlet (Hon); 2. Bret Beauchamp (Kaw); 3. David Yezek (Kaw); 4. Brian Raymond (Kaw).

85 STK 14-15: 1. Lance Brannon (Hon); 2. Jason Shultz (Kaw); 3. Dabney Bowen (Kaw); 4. Stacey Barnett (Kaw).

80 MOD 14-15: 1. Jason Shultz (Kaw); 2. Jamie Hacking (Kaw); 3. Lance Brannon (Hon); 4. Dabney Bowen (Kaw).

125 MOD 12-15: 1. Eddie Addair (Hon); 2. Lee Coones (Yam) 3. Gene Naumac (Kaw); 4. Todd Downs (Yam).

125 STK 12-15: 1. Gene Naumec (Kaw); 2. Todd Downs (Yam); 3. Brandon Bentley (Hon); 4. Gregory Erwin (Hon).

125 C: 1. Gabe Gaddis (Hon); 2. Johnny Shields (Hon); 3. Kevin Beaver (Yam); 4. Jason Alday (Kaw).

125 B STK: 1. Kevin Walker (Yam); 2. David Reynolds (Suz); 3. Jimmy McGhee (Hon); 4. Chuck Reed (Kaw).

125 B MOD: 1. Kevin Walker (Yam) 2. David Reynolds (Suz) 3. Jimmy McGhee (Hon); 4. Chuck Reed (Kaw).

125 A: 1. Jim Chester (Kaw); 2. Aaron Bollinger (Hon); 3. Gary Paul (Kaw); 4. Mark Kane (Hon).

125 PRO-AM: 1. Mike Morris (Suz); 2. Randy Miller (Hon); 3. Mark Mussleman (Hon); 4. Danny Payne (Hon).

250 C: 1. David Lester (Hon); 2. Jason Alday (Kaw); 3. Tim Jennings (Kaw); 4. Ricky Gardner (Hon).

250 B MOD: 1. Jimmy Leach (Kaw); 2. Chris Shortridge (Kaw); 3. Gary Gregory (Kaw); 4. Larry Harrison (Hon).

250 B STK: 1. Jeff Shuler (Kaw); 2. Bradley Dyer (Kaw); 3. Dwain Miller (Kaw); 4. Jeff Allen (Kaw).

WOMEN: 1. Kristy Lindsey (Kaw).

250 A: 1. Jim Chester (Kaw); 2. Steve Hess (Kaw); 3. Mike Bradshaw (Hon); 4. Mark Kane (Hon).

250 PRO-AM: 1. Mike Morris (Suz); 2. Scott Summers (Hon); 3. Randy Miller (Hon); 4. Steve Ezell (Kaw).

OPEN B: 1. David Albert Jr. (Hus); 2. Kerry Wisdon (KTM); 3. Mark Abdulla (Yam); 4. William Allen (Hon).

OPEN A: 1. Mike Bradshaw (Hon); 2. Scott Summers (Hon); 3. Mark Ashworth (Hon); Gerald Greene (Yam).

25+: 1. Timmy Walker (Yam); 2. Tam Topham (Hon); 3. Rusty Sayres (Hon); 4. Matt McMurray (Hon).

SR 30+: 1. Tony Distefano (Suz); 2. Gary Keith (Hon); 3. Kim Lefauer (Yam); 4. Steve Lady (Kaw).

SR 40+: 1. Barry Higgins (KTM); 2. Randy Tomlinson (Yam) 3. Charles Galbraith (Hon); 4. Gerry Orme (Kaw).

Darland smokes Snowflake/Heber 100

By Daryl Drake

TAYLOR, AZ, JUNE 28

ADRA's number one plateholder Jeff Darland took his third overall win in a row in the 1987 Desert Championship Series with his smooth ride at the 12th Annual Snowflake/Heber 100.

Darland brought his Sunnyslope Honda/AXO/Duralube/Trick Gas-backed CR250 in with a time of 3:11:27 to average 40.11 mph over the 120+ mile jaunt for the 250cc Expert win.

Off the start, Open riders Bob Russell and Pat Prosser pulled out front with Darland in third, Bill Watkins fourth and Todd Johnson fifth. About a half mile out, the racers had to dismount and run across a road.

Darland grabbed the lead here with a strong run.

"I don't know what happened to Bobby," Darland said later. "I guess he doesn't have any legs." It was later learned that Russell (a DNF) was among many racers who fell victim to an unnamed fast-food outlet.

Darland put his dust-free position to good use and built up a 1:44 lead after the first 30 miles.

"I rode smooth, it was good, and I didn't crash or make any mistakes," said the 22-year-old. "It was a fast course for a 250. I really had to work that first lap. I'd like to thank John Miller of Sunnyslope Honda and my super pit crew for helping me win. I'm determined to keep this plate at least another year."

Watkins held second by the first timing point and stayed there all day for the Open Expert win. Todd Johnson was third overall, second Open Expert, two minutes behind Watkins. Mike Powers was next in for second 250cc Expert and his best ride of the season. And taking it "easy" in his first race since breaking his leg, Husky's Garth Sweetland rounded out the top five for the third Open Expert position. His time was just over 10 minutes off Darland's.

Jerry Johnston was the quickest amateur with a time of 2:32:17 to average 37.82 mph for the Senior Expert win and a two-plus minute margin on the overall and Open Amateur winner Josh Giles.

KTM pilot John Kelley was third in for second Senior Expert, just seconds ahead of 250cc Amateur winner Dan Fargen, and filling out the top five was Randy Putt, second Open Amateur.

Results

250 EX: 1. Jeff Darland (Hon); 2. Mike Powers (Hon); 3. Bryan Hayes (Yam).

OPEN EX: 1. Bill Watkins (KTM); 2. Todd Johnson (Hus); 3. Garth Sweetland (Hus).

SR EX: 1. Jerry Johnston (Hon); 2. John Kelley (KTM); 3. Jim Weaver (C-A).

200 AM: 1. Dennis Hildebrand (KTM); 2. Robert Kinnaman (KTM); 3. Randy Toy (KTM).

250 AM: 1. Dan Fargen (Kaw); 2. Scott Stutz (KTM); 3. Tim Dolan (Hus).

OPEN AM: 1. Josh Giles (Hon); 2. Randy Putt (Hon); 3. Bill Grombach (Hon).

SR AM: 1. Allen Poore (Hus); 2. Jerry Smith (Hus); 3. Chuck Neidhart (KTM).

200 NOV: 1. Pete Blushkofski (Yam); 2. Damon Ramsey (Kaw); 3. Destry Abbott (KTM).

250 NOV: 1. Todd Smith (Hon); 2. Dan Culling (Hon); 3. Paul Atwater (KTM).

PHOTO BY 3-D PHOTOGRAPHY

Jeff Darland topped the ADRA Snowflake/Heber 100 desert race in Taylor, Arizona.

OPEN NOV: 1. Tim Abril (Hon); 2. James Jepson (Hon); 3. Mark Harrison (Kaw).
30+ SR VET: 1. Steve Weinstein (Hus); 2. Dave Alexander (Hon); 3. Robert Strupp (Hus).
40+ SR VET: 1. Gerard Freedman (Hus); 2. Jerry Rice (Yam); 3. Dick Milani (Hon).
SR SPTSMN: 1. Tom Frantz (HOn); 2. Bob Chesnutt (Hus); 3. Rick Alexander (KTM).
OPEN BEG: 1. Jeff Jones (Kaw); 2. Jim Francis (KTM); 3. Bob Kirkwood (Hon).
250 BEG: 1. Kevin Soulages (Kaw); 2. Gary Matsch (Hus); 3. Kirk Maier (Hus).
200 BEG: 1. Merlen Slaughter (Kaw); 2. Charles Petrocelli (Hon); 3. Macrae Glass (Yam).
OTHG: 1. Louis LeCrone (KTM); 2. Bob Bee (Hus); 3. Tony Hohl (Yam).
DINO/CLASSIC: 1. Rod Bell (KTM); 2. Craig Bell (Mai); 3. Olen Webb (Yam).
DINO/VINT: 1. John Gray (Kaw); 2. Mike Wadding (KTM).
LADIES: 1. Janice Sims (Hus); 2. Alicia Turner (Hon); 3. Patryka Tachick (Yam).
MINI AM: 1. Matt Slaughter (Suz); 2. Frank Paterno (HOn); 3. Brandon Beggs (KTM).
MINI NOV: 1. Mike Shivers (Yam); 2. Rich Church (Yam); 3. Clay Romo (HOn).
MINI BEG: 1. Lee Bishop (Kaw); 2. Micau Larson (Hon); 3. Marty England (Kaw).
30+ SV GOB: 1. Randy Miller (Hon); 2. Mark Didway (Hon); 3. Dan Loeffler (KTM).
BUDDY BIKE: 1. Tim Leene/Scott Kindler (KTM); 2. Bobby/Chuck Creek (KTM); 3. Kent Gilbertson/Dan Ragland (Hus).
SDCAR EX: 1. Clyde Stewart/Brett Williams (Hon).

Toole tops Forest Hill Trial

By Matt Liberatore

FOREST HILL, MD, JUNE 28
Cosmo Team Beta rider Bob "Too Tall" Toole shocked current AMA District 7 Expert points leader Brock Sattelmeier with a three mark victory margin to win the Central Maryland Trials Association's round six of the AMA District 7 Championship Series at Dave Button's farm in Forest Hill.

Toole's win would not have been such a surprise had the six-foot six-inch rider been aboard his normal mount, a Beta TR33. Instead, Toole brought out his well used and abused 1983 model SWM 350 Jumbo, the same machine he used to win the 1984 AMA District 7 Championship. On vacation from his engineering courses in Oklahoma where he now lives, Toole decided to bring out his SWM for a "fun time," as he put it, "and to see if anybody wanted to buy it. I never expected to beat Brock."

The six-section, five-loop trial set up by Trialmaster, Ray Beck, featured a variety of terrain challenges and when Toole and Sattelmeier both finished the first loop with nine marks lost apiece, the battle had begun. The two experts traded the lead and were tied with two rides left when Sattelmeier went over the bars for a big five in section five's drop off, the easiest part of the section where he had lost a total of two in four rides previous. Toole only lost two points and the trial was his.

Fred Greenawalt, 1985 AMA District 7 Champion, still on the come back trail after the badly broken

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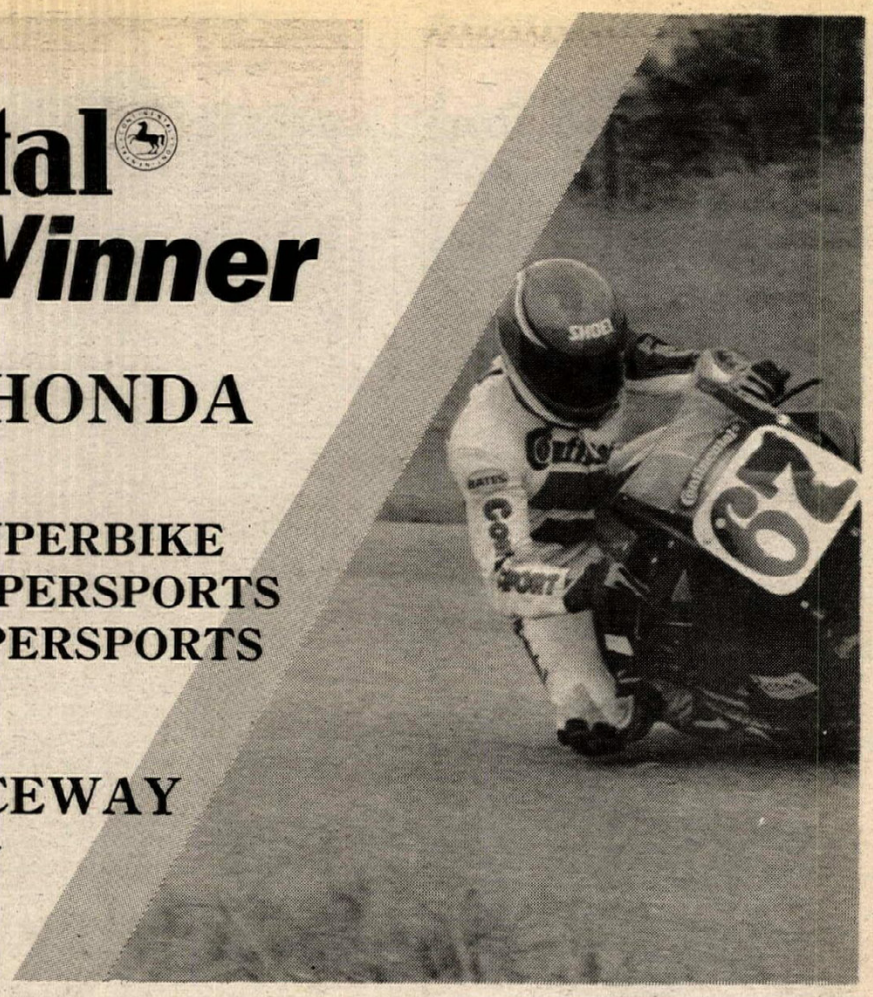

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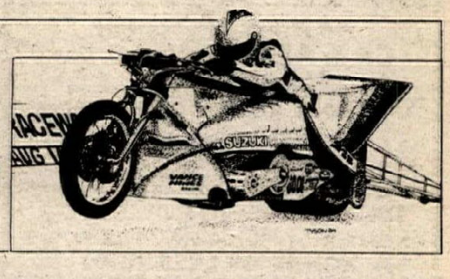

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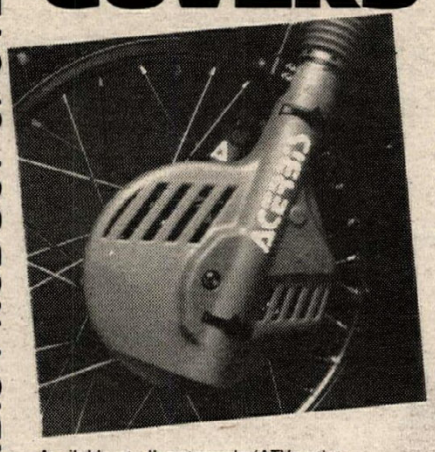

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PHOTO BY R.M. MILLER

Gene Kaczka (812) leads James Little (299)in the second 125cc B moto at Middleford Speedway. Kaczka took second overall.

elbow he suffered while practicing before the '86 season, took a fine third, three marks off Sattelmeier's pace. Current AMA District 7 champ, Craig Fish, had another bad day finishing fourth and has all but lost his number one plate to Sattelmeier. Expert A class riders Jim Palmer and Norval Wright continued their battle with Palmer edging Wright by six marks for the win.

One of the many riders benefitting from the experience of riding the previous week's National in Bodine, Pennsylvania, was Intermediate class winner Jeff Nash who showed an obvious rise in talent in taking a nine mark win over Jeff Pickle.

AMA District 7 Senior Champion Dave Bardell ended points leader Charlie Clements win streak at four with a well earned win. With his second place effort, however, Clements has clinched the Senior Number One Plate for next season.

Fred "Guiness" Stout took his second straight Novice class win with a one-mark victory over bicycle trials ace Marc Brooks, who earned enough points to advance to the intermediate ranks, and was proudly debuting his new Beta TR34.

Highlight of the day was after the trophy presentation as everyone was filing out there was Toole standing on the pegs of his SWM by the gate waving a "For Sale" sign and shouting, "Last chance everybody! Going, going, gone! . . ."

Results

EX AA: 1. Rob Toole (SWM); 2. Brock Sattelmeier (Yam); 3. Fred Greenawalt (Yam); 4. Craig Fish (Yam); 5. Ralph Wright (Yam).

EX A: 1. Jim Palmer (Fan); 2. Norval Wright (Bet); 3. Chris Bardell (Bet); 4. Tony Dejulius (Bet); 5. Matt Liberatore (Bet).

INT: 1. Jeff Nash (Fan); 2. Jeff Pickle (Hon); 3. Stan Bollinger (Yam); 4. Barry Hesson (Bet); 5. Tom Donet (Bet).

SR 30+: 1. Dave Bardell (Yam); 2. Charlie Clements (Yam); 3. Ron Seiss (Yam); 4. Don Smith (Yam); 5. Mike Smith (Yam).

NOV: 1. Fred Stout (Bet); 2. Marc Brooks (Bet); 3. Mike Pool (Yam); 4. Andy Hanson (Bet); 5. Jim Partner (Yam).

Upshaw shines at Lake Whitney MX

By Jason Williams

LAKE WHITNEY, TX, JULY 5

Action in today's racing was as hot as the 98 degree temperatures, and it was Jason Upshaw staying cool by capturing the 250cc Expert class at Lake Whitney Cycle Ranch.

The first turn of the 250cc Expert class was jam packed and saw riders taking to the sides and spectators scattering. Upshaw took the lead in the first moto from Dennis Stephenson and used two moto victories to win the 250cc Expert class. Kawasaki rider Stephenson, proved to be the quickest out of the gate as he holeshot the moto ahead of Scott Chesser, Jason Langford, Jeff Baily and Upshaw.

Stephenson and Chesser started to slowly pull away from the pack, as Upshaw started his charge to the front running positions. After dispensing Baily and Langford, Upshaw closed on the two leaders fairly rapidly. When Upshaw got on Chesser's rear fender, the trio hooked up and pulled away from the rest of the pack. Upshaw found a line around Chesser and pulled up to Stephenson and eventually got around the Kawasaki rider for the first moto victory.

Upshaw holeshot the second moto and went on to capture the second moto win and the overall victory ahead of Stephenson, who placed second in moto two for second overall honors. Kawasaki rider Langford went 6-4 for third place overall.

Bryan Emig led the first 125cc Expert moto ahead of Stephenson, Terry Tinney, Langford and Upshaw. Emig led the race until he suffered a rear flat tire. This handed the lead to Stephenson who led to the checkered flag followed by Tinney and Upshaw.

Langford took the early lead in moto number two ahead of Tinney, Stephenson and Upshaw. These four riders pulled well away from the rest of the pack. Langford led until lap five when both Tinney and Upshaw passed him. Stephenson faded back but kept a secure lead over the fifth place rider. Langford also faded, which left Tinney and Upshaw to battle it out for the moto win. Upshaw tried to pass in every imaginable place but could not get around Tinney. The overall victory went to Honda-mounted Tinney who had a 2-1 score. Upshaw went 3-2 for second overall, while third overall went to Stephenson.

Results

250 NOV: 1. Deral Hardy (Yam); 2. Chad Mayo (Kaw); 3. Mike Bruce (Yam); 4. Ron Hendrix (Yam); 4. Kevin Williams (Hon).

250 INT: 1. Roy Schellenberger (Yam); 2. Lance Norik (Kaw); 3. Clint Jones (Hon); 4. Jeff Carpenter (Hon); 5. Timmy Chapman (Hon).

250 EX: 1. Jason Upshaw (Hon); 2. Dennis Stephenson (Kaw); 3. Jason Langford (Kaw); 4. Cliff Palmer; 5. Jeff Baily (Yam).

OVER 25: 1. David Good (Hon); 2. Rob Riner (Kaw); 3. Steve Ashcraft (Yam); 4. Danny King (Kaw); 5. Wyatt Seals (Hon).

TEENY MINI: 1. Chad Petree (Yam); 2. Carter Schneider (Yam); 3. Clint Bowyer (Yam); 4. Eli Slater (Yam); 5. Zac Slater (Yam).

125 STK NOV: 1. Tim Hodes (Hon); 2. Aron Neeman (Hon); 3. Chris Hadley (Kaw); 4. Hank Walkee (Hon); 5. Steve Hunter (Hon).

125 STK INT: 1. Shawn Huggins (Kaw); 2. Grayson Goodman (Yam); 3. Kris Carr (Yam); 4. Jerry Benner (Yam); 5. Stumpy Akins (Hon).

MINI/BK JR: 1. Kevin Windham (Kaw); 2. Robbie Reynard (Kaw); 3. Cody Green (Hon); 4. Shay Manney (Hon); 5. Richard Ibison (Kaw).

250 STK NOV: 1. Deral Hardy (Yam); 2. Donnie Holcommb; 3. Mike Bruce (Yam); 4. Mark Hughes (Kaw); 5. Chad Mayo (Kaw).

MINI/BK SR: 1 Chad Pederson (Yam); 2. Jeff Emig (Kaw); 3. Jack Ricks III (Kaw); 4. Chad Montero (Yam); 5. Willy Bowden (Hon).

OPEN (500): 1. Lance Norick (Kaw); 2. Clint Jones (Hon); 3. Jason Williams (Hon); 4. Randy Kimbrell (Hon); 5. Bob Stolper (Hon).

MINI INT: 1. Colin Edwards (Yam); 2. Steve Petree (Yam); 3. Richard Rude (Hon); 4. Clint Carlton (Kaw); 5. Allen Ross (Hon).

MINI MINI: 1. Robbie Reynard (Kaw); 2. Clint Latham (Kaw); 3. Kevin Windham (Kaw); 4. Cody Green (Kaw); 5. Robbie Skaggs (Kaw).

OVER 30: 1. Edward Hays Jr. (Hon); 2. Randy Johnson (Hon); 3. Joe Busby (Hon); 4. Jay Finstad (Hon); 5. Chuck Tresidder (Hon).

OVER 30 MSTR: 1. Jeff Jones (Hon); 2. Micheal Sparks (Yam); 3. Robert Reynard (Hon); 4. Dave DeArmond (Kaw); 5. Delbert McDonald (Suz).

125 EX: 1. Terry Tinney (Hon); 2. Jason Upshaw (Hon); 3. Dennis Stephenson (Kaw); 4. Jason Langford (Kaw); 5. Wendell Simons (Kaw).

125 INT: 1. Roy Schellenberger (Yam); 2. Chad Pederson (Yam); 3. Stumpy Akins (Hon); 4. Jeff Long (Hon); 5. Jon Garner (Hon).

125 NOV: 1. Hank Walker (Hon); 2. Chris Hadley (Kaw); 3. Brian Holland (Kaw); 4. David Jones (Hon); 5. Danny Booth (Hon).

MINI STK 7-11: 1. Kevin Windham (Kaw); 2. Robbie Reynard (Kaw); 3. Cody Green (Hon); 4. Shay Manney (Hon); 5. Clint Latham (Kaw).

MINI STK 12-13: 1. Clint Carlton (Kaw); 2. Richard Rude (Hon); 3. Steve Petree (Yam); 4. Colin Edwards (Yam); 5. Rudy Heathcott (Kaw).

MINI STK 14-16: 1. Jeff Emig (Kaw); 2. Chad Pederson (Yam); 3. Heath Kirkland (Kaw); 4. Tim Hodes (Hon); 5. Jack Ricks III (Kaw).

Davis destroys Middleford MX

By Woody Miller

SEAFORD, DE, JUNE 27

Darren Davis piloted his Kawasaki to wins in the Open Pro and 500cc A classes at the second round of the Honda East Championship Series at Middleford Speedway. Davis had a perfect day collecting wins in all four of his class motos by comfortable margins.

Davis scored the Open Pro class win over Jim Little, who was on a bike he borrowed from Jim Marini. Jim Chiasson chased Little all the way to checkered flag to take third.

In the 250cc B class Joe Marini had a battle with Chiasson for the overall win, but in the end it was Marini who took the victory. Chiasson settled for second, and Billy Naylord nailed down third overall. Action in the 125cc B class saw Brian Callahan bag the first place honors over Gene Kaczka and Harry Smith.

Results

125 B: 1. Brian Callahan (Yam); 2. Gene Kaczka (Hon); 3. Harry Smith (Hon).

250 B; 1. Joe Marini (Hon); 2. Jim Chiasson (Hon); 3. Bill Nazelord (Hon).

250 A: 1. Andrew Rogers (Hon).

500 B: 1. Curt Lambertson (Kaw); 2. Mike Shenton (Kaw); 3. Dan Bort (Kaw).

500 A: 1. Darren Davis (Kaw).

SR: 1. Dale Schmidt (Hon).

OPEN PRO: 1. Darren Davis (Kaw); 2. James Little (Hon); 3. Jim Chiasson (Hon); 4. Mike Shenton (Kaw); 5. Curt Lambertson (Kaw).

Collings cashes in at Middleford ST

By Woody Miller

SEAFORD, DE, JUNE 27

Roy Collings guided his First State Cycles/Mark Hage-backed Harley Davidson to victories in the 500cc and Open Pro classes at Middleford Speedway's weekly short track.

Collings fought back the challenges of heat race winner Billy Ellis, who made a trip from Virginia to race at Middleford, for the 500cc main event win. Mark Miller held off Harold Dorsey for the third place slot.

Ellis came back strong to take the win in the 250cc heat and backed that up with a first in the main event. Dorsey nailed down second, while Guy Stewart scored a third on his vintage Bultaco.

In the Open Pro final, Collings grabbed the holeshot and led going into turn one, with Miller Dorsey and Bob Bowker in tow. When the pack entered turn three Miller and Dorsey tangled and Miller went down hard. The race was stopped and the riders had to line up for a complete restart.

Collings again took the holeshot on the restart, with Dorsey falling into second and Bowker slid into third. From that point on the top three remained the same all the way to the checkered flag.

Results

125: 1. William Harper (Yam); 2. Tony Montenegro (Kaw).

250: 1. Billy Ellis (Hon); 2. Harold Dorsey (Hon); 3. Guy Stuart (Bul).

SR: 1. Rennie Dail (Yam); 2. Glen Logan (Bul).

500: 1. Roy Collings (H-D); 2. Billy Ellis (Rtx); 3. Mark Miller (Yam); 4. Harold Dorsey (H-D); 5. Bob Bowker (Yam).
OPEN PRO: 1. Roy Collings (H-D); 2. Harold Dorsey (H-D); 3. Bob Bowker (Yam); 4. Guy Stewart (Bul); 5. Tony Montenegro (Kaw).

Swink super at Delta MX Qualifier

By Mark Montgomery

DELTA, OH, JUNE 20-21

Brian Swink conquered both the 85cc Stock and 85cc Modified classes at the Glass City Regional Qualifier in Delta. This qualifier was the largest in the entire country and the top eight finishers in each class are now eligible to compete at the Loretta Lynn's Amateur National event.

The Glass City Motosport Park was filled with hundreds of trucks, vans and campers with participants from as far afield as Texas, Arizona, Maryland and Canada. The track was excellent early in the day, even though just a few miles to the east there was a torrential downpour. The good weather held until mid-afternoon, then the rans came and turned the track into a mudbath.

One of the more dramatic moments came in the second moto of the Senior 30+ class. Dave Glenn had one moto victory under his belt and was looking for a second when the gate dropped. When the pack hit the first turn there was a major pile-up and by the time Glenn had his big-bore Honda back in the race he was back in 12th position. Glenn put on quite a show as he sliced his way through the field. The Honda East-sponsored rider never let up and one by one he reeled in the front-runners until capturing the lead with one lap to go. Glenn went on to take the moto win and scored the class victory.

Sunday dawned cloudy, but without rainfall. The track was still muddy, but the rain continued to hold off, and the track conditions improved throughout the day.

Occasionally, motocrossers deserve recognition for something other than winning races. One such person is Doug Kramer, a participant in the 125cc Modified class. During Saturday's second moto, Bryan Smith tried a midair pass, but collided with another rider and crashed heavily. It was apparent that Smith had been seriously injured, and in fact later medical examination revealed he had a compound fracture of the lower leg. Kramer gave up his position in the moto to come to the aid of Smith, and race officials decided to award Kramer a special trophy for his actions. •

Results

50 AUTO: 1. Rusty Hanning (Yam); 2. Eric Allman (Yam); 3. Jake Morris (Yam); 4. Jesse Atkinson (Yam); 5. Joshua Hatfield (Yam).
65 STK 7-11: 1. Gregory Rand (Kaw); 2. Matt Maximoff (Kaw); 3. Brian Wolff (Kaw); 4. Bo Morris (Kaw); 5. Brad Ritchie (Kaw).
85 STK 7-11: 1. Justin Jarrett (Yam); 2. Gregory Rand (Yam); 3. Heath Bennett (Hon); 4. Jeremy Jarrett (Yam); 5. Brandon Drake (Yam).
85 STK 12-13: 1. Brett Melton (Hon); 2. Richard Rude (Hon); 3. Tommy Kirk (Hon); 4. Rob Bulyovsky (Yam); 5. Joshua Steel (Kaw).
85 MOD 9-13: 1. Ben Heibel (Kaw); 2. Richard Rude (Hon); 3. Brett Melton (Hon); 4. Justin Jarrett (Yam); 5. Charles Drake (Kaw).
85 STK 14-15: 1. Brian Swink (Kaw); 2. Jeromy Buehl (Kaw); 3. Eric McLear (Yam); 4. Martin Vaughn (Yam); 5. Chad DeHoop (Yam).
85 MOD 14-15: 1. Brian Swink (Kaw); 2. Eric McLear (Yam); 3. Jeromy Buehl (Kaw); 4. Chad DeHoop (Yam); 5. Jody North (Kaw).
125 STK 12-15: 1. Junior Jackson (Suz); 2. Joseph Mauer (Hon); 3. Steve Bulyovsky (Yam); 4. Bryan Smith (Yam); 5. David Beckington (Hon).
125 MOD 12-15: 1. Junior Jackson (Suz); 2. David Beckington (Hon); 3. Joseph Mauer (Hon); 4. Steve Bulyovsky (Yam); 5. Jason Gray (Suz).
125 NOV: 1. Kevin Claytor (Suz); 2. Jason Evans (Hon); 3. David Simmick (Kaw); 4. Steve Gilland (Hon); 5. Joseph Mader (Kaw).
250/500 NOV: 1. Robert McPherson (Kaw); 2. Robert Buntin (Yam); 3. Tony Whelan (Kaw); 4. Jamey Mooney (Hon); 5. Steve Mitchell (Kaw).
SR 30+: 1. Davey Glenn (Hon); 2. Rick Munson (Suz); 3. Lyle Kuklinski (Yam); 4. Kenneth Frankenberry (Hon); 5. Timothy Smith (Kaw).
SR 40+: 1. Tom Jankowski (Yam); 2. Doug Sanger (Suz); 3. Gary Peak (Yam); 4. Henry Gref (Yam); 5. Richard Robbins (KTM).
WMN: 1. Lisa Akin Wagner (Yam); 2. Sasha Culp (Kaw); 3. Shoney Treadway (Suz).

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YAMAHA YSR50 Track Challenge U.S.A. '87

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August 9:	Second Event
August 23:	Third Event
August 30:	Finals

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Yamaha and SMX have joined together to sponsor a four-event amateur series of **stock YSR50 racing** -- with trophies and prizes for each race and for cumulative point winners in all classes.

The series kicks off August 2 at Willow Spings International Raceway in Rosamond, CA.

The August 2 kick-off race features **free admission and no entry fee for riders**.... compliments of Yamaha Motor Corporation, U.S.A.

At subsequent events (August 9, August 23 and August 30), entry fees will be $15 per rider, plus a $5 gate entry for all riders and spectators. All riders must also pay a one-time $10 charge for SMX's competitive license, good through the end of 1987.

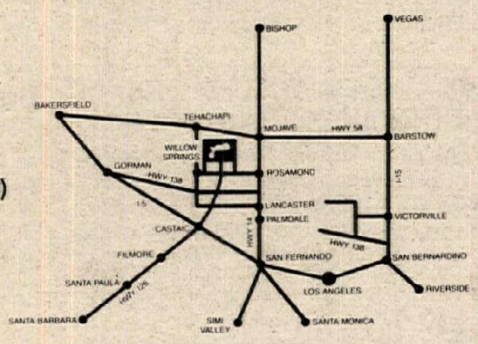
If you want to ride, make sure you check in for all events by **7:00 a.m.** for registration and sign-in.:

For more information, call SMX at 714/582-3482. Ask for Terry Whytal.

Daily Schedule

6:30 a.m.	Gates Open
7:00 - 8:00 a.m.	Registration and Sign-up (mandatory)
8:00 - 8:30 a.m.	Learn-to-Ride Program (mandatory for first-time entrants)
8:30 a.m.	Riding Practice (mandatory)

[Competition will begin immediately following the completion of Riding Practice for all classes.]



Competition is open to all amateur riders who possess a valid California motorcycle operator's licence or who are 16 years of age or older and have completed both phases of the Yamaha Learn-to-Ride program (including seminar and rider practice course). Track Challenge competition is open to **amateur riders only**, riding on **stock YSR50 machines.**

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calendar

Calendar listings are a free service for *Cycle News* readers and race promoters. All information is the responsibility of the promoter. Calendar listings cannot be accepted over the phone; we must have a complete Calendar listing form on file. Listings must be received by Wednesday for publication in the following week's issue. We strongly suggest racers/spectators call the promoter/track to confirm details before traveling to an event.

CHAMPIONSHIP EVENTS

AMA Grand Nat'l C'ship Road Race Series

*8/1-2	Lexington, OH
*8/8-9	Memphis, TN
*8/22-23	Portland, OR
*8/29-30	Sonoma, CA

* Camel Pro Series

AMA Grand Nat'l C'ship Dirt Track Series

*8/16	TT/Peoria, IL
8/21	HM/Hamburg, NY
*9/6	Mile/Springfield, IL
*9/12	Mile/Syracuse, NY
9/20	Mile/San Jose, CA
*9/26	HM/Gardena, CA
*10/3	Mile/Sacramento, CA

*Camel Pro

AMA Nat'l C'ship Hare Scrambles Series

8/2	Millville, MN
8/9	Columbia, VA
8/23	Lynnville, IN
10/11	Sanford, NC

AMA RK Chain Nat'l C'ship Enduro Series

8/16	Speedsville, NY
8/30	Goodman, MS
9/6	Winterset, IA
10/4	Oak Run, CA
11/1	Lake Isabella, CA
11/15	Chatsworth, NJ

AMA Nat'l C'ship 500cc MX Series

8/2	Binghamton, NY
8/9	Troy, OH
8/23	Millville, MN

AMA Regional C'ship Dirt Track Series

7/31	HM/Ashland, OH/E
8/1	HM/Nazareth, PA/E
8/8	HM/Hagerstown, MD/E
8/8	ST/Sturgis, SD/W
8/15	HM/Knoxville, IL/C
8/16	HM/Couer D' Alene, ID/W
8/20	HM/Pecatonica, IL/C
8/23	HM/Terre Haute, IN/C
9/5	ST/Springfield, IL/C
9/7	HM/Zanesville, OH/E
9/20	ST/Woodstock, GA/E

E indicates East Region
C indicates Central Region
W indicates Western Region

AMA Regional Enduro C'ship Series

Eastern Region

8/2	Middlebury Center, PA
10/25	Bear, DE

Central Region

8/9	Moorestown, MI
9/27	New Waverly, TX
9/27	Burr Oak, IN
10/25	Alexandria, LA

Western Region

12/6	Lucerne Valley, CA

AMA/CCS Road Race Series

8/1-2	Bryar Motorsports, NH
8/7-9	Blackhawk Farms, IL
8/8-9	Nelsen Ledges, OH
8/8-9	Aspen, CO
8/8	Firebird Int'l, NV
8/15-16	Road Atlanta, GA
8/15-16	Bryar Motorsports, NH
8/23	Moroso Motorsports, FL
8/23	Second Creek
8/29-30	Blackhawk Farms, IL
8/29	Firebird Int'l, NV
9/4-6	Roebling Road, GA
9/5-7	Bryar Motorsports, NH
9/11-13	Steamboat Springs, CO
9/12	Firebird Int'l, NV
9/19-20	Bryar Motorsports, NH
9/26-27	Summit Point, WV
9/27	Second Creek
9/20	Moroso Motorsports, FL
9/27	Firebird Int'l, NV
10/3-4	Bryar Motorsports, NH
10/11	Firebird Int'l, NV

AMA Nat'l C'ship Hillclimb Series

8/2	Jefferson, PA
9/13	Freemansburg, PA
9/20	Jefferson, PA
10/11	Oregonia, OH

Wiseco AMA/AATVA Grand Nat'l Cross Country Series

10/3-4	Morgantown, WV
10/10-11	Raleigh, NC
10/31-11/1	Tarentum, PA
11/22	Winchester, VA

ADRA C'ship Series

9/20	Young, AZ
11/1	Wickenburg, AZ
12/5	Sonora, MEXICO

AHRMA Historic Cup Series

7/31-8/2	Mid-Ohio, OH
8/28-29	Sears Point, CA
9/11-13	Steamboat Springs, CO

AMA/CCS US Endurance Series

7/31-8/2	Mid-Ohio, OH
8/7-9	Memphis, TN
8/15-16	Road Atlanta, GA
8/28-30	Sears Point, CA
10/10-11	Riverside, CA
10/23-25	Daytona Int'l, FL

AMA/Supersport Nat'l Series

7/31-8/2	Mid-Ohio, OH
8/7-9	Memphis Motorsports, TN
8/21-23	Portland Int'l, OR
8/28-30	Sears Point, CA

AMA Nat'l Hare & Hound Series

9/6	Maybelle, CO
10/25	Murphy, ID
11/15	Reno, NV

World C'ship Road Race Series

8/2	England
8/9	Sweden
8/23	Czechoslovakia
8/30	San Marino
9/13	Portugal
9/27	Brazil
10/4	Argentina

World C'ship Observed Trials Series

8/30	Czechoslovakia
9/6	Switzerland
9/13	Sweden

World C'ship 250cc MX Series

8/2	Brazil
8/9	Argentina
8/30	Sweden

World C'ship 125cc MX Series

8/2	Germany
8/16	DELMONT, PA
8/30	Austria

World C'ship 500cc MX Series

8/2	Belgium
8/9	Luxembourg
8/30	Switzerland

World C'ship Endurance Road Race Series

8/15-16	Belgium
8/30	Germany
9/6	Spain
9/19-20	France

World C'ship Speedway Final

9/5-6	Holland

International Six Days Enduro

9/21-26	Poland

Trial des Nations

9/20	Finland

Motocross des Nations

9/13	Unadilla, NY

AMA/NATC National C'ship Observed Trials Series

9/5	Thielman, MN
9/7	Port Huron, MI

Dragbike! National C'ship Series

8/1-2	Cordova, IL
8/4-5-8-9	Sturgis, SD
8/14-15	Albany, NY
9/5-6	Delmar, DE
9/12-13	Columbus, OH
9/19-20	Lubbock, TX
9/26-27	Bradenton, FL
10/10-11	Palmdale, CA
10/17-18	Fremont, CA
10/24-25	W. Palm Beach, FL
11/21-22	Gainesville, FL

IDBA National C'ship Series

8/22-23	Union Grove, WI
9/19-20	Atco, NJ
10/10-11	Birmingham, AL
11/14-15	Baton Rouge, LA

SCORE Int'l Off-Road Series

8/22-23	Off-Road C'ships Riverside, CA
11/6-8	Baja 1000 Ensenada, Mexico

Willow Springs Formula USA Series

9/5-7	Rosamond, CA
10/1-4	Rosamond, CA
10/31-11/1	Rosamond, CA

AFM Road Race Series

8/15-16	Willow Springs, CA
8/22-23	Sears Point, CA
9/13	Sears Point, CA
9/19-20	Willow Springs, CA
10/10-11	Riverside, CA
10/11	Sears Point, CA
11/14-15	Willow Springs, CA

WERA C'ship Road Race Series

Northeast Region

8/22-23	Summit Point, WV
9/5-6	Nelson Ledges, OH
9/12-13	Pocono, PA
9/19	Shannonville, CAN.
10/3-4	Nelson Ledges, OH

Middle Atlantic Region

8/8-9	Rockingham, NC
8/22-23	Summit Point, WV
9/5-6	Nelson Ledges, OH
10/3-4	Nelson Ledges, OH
10/17-18	Summit Point, WV

Southeast Region

8/1-2	Savannah, GA
8/8-9	Rockingham, NC
8/22-23	Talladega, AL
9/5-6	Rockingham, NC
10/3-4	Savannah, GA

North Central Region

8/15-16	Grattan, MI
8/29-30	Grattan, MI
9/12-13	Hallett, OK
9/19-20	Beloit, IL
9/26-27	Grattan, MI
10/10-11	Indianapolis, IN

South Central Region

9/12-13	Oak Hill, TX
10/3-4	College Station, TX

Suzuki GSXR Nat'l C'ship Road Race Series

AFM North

8/22-23	Sonoma, CA
9/12-13	Sonoma, CA

AFM South

8/15-16	Rosamond, CA
9/19-20	Rosamond, CA

CRRC/WERA

8/22-23	(WERA)Talladega, AL
9/12-13	Oak Hill, TX

LRRA/AMA CCS

8/1-2	Loudon, NH
8/15-16	Loudon, NH
9/19-20	Loudon, NH

OMRRA

8/15-16	Portland, OR
9/27-28	Portland, OR

WMRRA

8/9	Seattle, WA

WERA Mid-Atlantic

8/1-2	Savannah, GA
8/22-23	Summit Point, WV

WERA North Central

8/15-16	Grattan, MI
8/29-30	Grattan, MI
9/19-20	Beloit, IL
9/27-28	Grattan, IL

* Tentative

MRA

8/9	Woody Creek, CO
8/23	Second Creek, CO
9/13	Steamboat, CO

GSXR Final

10/9-10-11	Riverside, CA

WERA Nat'l Endurance Road Race Series

8/8	Rockingham, NC
9/5-6	Rosamond, CA
9/12	Pocono, PA
9/19	Shannonville, Ont., Canada
10/3	College Station, TX
10/17	Summit Point, WV
11/6	Braselton GA

ARRA/Kawasaki/Racer's Supply California RR Series

8/1-2	Willow Springs, CA
8/15-16	Riverside, CA
9/12-13	Willow Springs, CA
10/17-18	Willow Springs, CA
10/31-11/1	Riverside, CA
12/6-7	Willow Springs, CA
12/26-27	Riverside, CA

Dodge Truck/CMC Trans Cal Series

9/6	San Bernardino, CA
9/13	Brentwood, CA
9/20	Adelanto, CA
9/27	Huron, CA
10/4	Dixon, CA
10/11	Fremont, CA
10/18	Carlsbad, CA

NETRA C'ship Enduro Series

8/9	Guilford, CT
8/30	Adams, MA
10/4	W. Greenwich, RI
10/11	Stafford, CT
12/6	Marlborough, CT

NETRA C'ship Hare Scrambles Series

8/2	Norwich, VT
9/6	Windsor, MA
9/20	N. Petersburg, NY
9/27	Cheshire, MA
10/18	Brookfield, MA
11/1	Radilin, RI
11/8	Canterbury, CT

NETA C'ship Trials Series

8/9	W Brimfield, MA
9/13	Meriden, CT
9/20	Ossipee, NH
10/4	Cumberland, RI
10/18	Wrentham, MA
TBA	N Ferrisburg, VT

Black Jack Enduro Series

9/13	Stillwater, OK
9/27	Little Rock, AR
10/11	Potosi, MO
10/25	Oklahoma City, OK
11/8	Chadwick, MO
11/22	Tulsa, OK

MO C'ship Hare Scrambles Series

8/23	Kahoka, MO
9/20	Flat River, MO
10/4	Memphis, MO
11/1	Stanton, MO

NESC C'ship MX Series

8/9	Loudon, NH
8/16	Southwick, MA
8/23	Central Village, CT
8/30	Loudon, NH
9/6-7	Waterboro, ME
9/20	Central Village, CT
9/27	Loudon, NH
10/4	Southwick, MA
10/11	Loudon, NH
10/18	Middleboro, MA
10/25	Southwick, MA
11/1	Middleboro, MA
11/8	Middleboro, MA
11/15	Middleboro, MA

ECEA C'ship Enduro Series

8/2	Wellsboro, PA
8/16	Speedsville, NY
8/30	Mauricetown, NJ
9/13	Belleplain, NJ
9/20	Shippensburg, PA
9/27	Brandonville, PA
10/4	Exeter, RI
10/25	Bear, DE
11/8	Warren Grove, NJ
11/15	Chatsworth, NJ

PRRO Road Race Series

8/8	Phoenix, AZ
8/29	Phoenix, AZ
9/12	Phoenix, AZ
9/27	Phoenix, AZ
10/11	Phoenix, AZ
11/1	Phoenix, AZ
12/12-13	Phoenix, AZ

CRA C'ship Series

8/8-9	Brainerd, MN
8/29-30	Brainerd, MN

VA C'ship Hare Scrambles Series

8/2	Gloucester, VA
9/6	Martinsville, VA
9/20	Middlebrook, VA
104	Rural Retreat, VA
10/18	Newport News, VA
11/8	Surry, VA

SERA C'ship Series

8/16	Lookout Mtn., GA
8/30	Goodman, MS
9/27	Florence, MS
10/11	Birmingham, AL
10/25	Lafayette, LA
11/1	Maplesville, AL
11/15	Gulfport, MS

Alaska State MX C'ship Series

8/1-2	Willow, AK
9/6-7	Anchorage, AK

AMRA C'ship MX Series

8/23	Anchorage, AK
9/13	Anchorage, AK

WMTA C'ship Series

8/2	Cooke City, MT
8/9	Casper, WY
9/5-6	Casper, WY
9/20	Casper, WY
10/11	Casper, WY

NESC C'ship MX Series

8/9	Loudon, NH
8/16	Southwick,MA
8/23	Central Village, CT
8/30	Loudon, NH
9/6-7	Waterboro, ME
9/20	Central Village, CT
9/27	Loudon, NH
10/4	Southwick,MA
10/11	Loudon, NH
10/18	Middleboro, MA
10/25	Southwick, MA
11/1	Middleboro, MA
11/8	Middleboro, MA
11/15	Middleboro, MA

CRA C'ship Series

8/8-9	Brainerd, MN
8/29-30	Brainerd, MN

VA C'ship Hare Scrambles Series

8/2	Gloucester, VA
9/6	Martinsville, VA
9/20	Middlebrook, VA
10/4	Rural Retreat, VA
10/18	Newport News, VA
11/8	Surry, VA

SETRA C'ship Hare Scrambles Series

9/13	Myrtle Beach, SC
9/20	Roberta, GA
10/18	Marietta, SC
11/29	Lenoir, NC
12/6	Winnsboro, SC
12/13	Abbeville, SC
1/17/88	TBA
2/7/88	Maxey, GA
4/3/88	Sumter, SC
5/1/88	Abbeville, SC

SETRA C'ship Enduro Series

8/16	Palatka, FL
8/23	Scottsboro, AL
8/30	Cochran, GA
9/6	Raeford, FL
10/4	Tallahasseee, FL
10/11	Pea Ridge, AL
10/25	Chattanooga, TN
11/1	Maplesville, AL
1/3/88	Lenoir, NC
1/31/88	Sumter, SC
2/21/88	Cochran, GA
2/28/88	Pelion, SC
3/6/88	Palatka, FL
3/13/88	Athens, GA
3/20/88	Greenville, SC
3/27/88	Abbeville, SC
4/10/88	Bristol, VA
4/24/88	Lawrenceburg, TN
5/8/88	Charleston, SC

JULY

S	M	T	W	T	F	S
			1	2	3	4
5	6	7	8	9	10	11
12	13	14	15	16	17	18
19	20	21	22	22	24	25
26	27	28	29	29	31	

AUGUST

S	M	T	W	T	F	S
						1
2	3	4	5	6	7	8
9	10	11	12	13	14	15
16	17	18	19	20	21	22
23	24	25	26	27	28	29
30	31					

• Denotes Pro Payback

July 29

CALIFORNIA SPEEDWAY
• AMA. American Raceway. Inland Motorcycle Speedway, San Bernardino. Info 818/446-0969 or 714/884-4092.
CALIFORNIA DRAGS
Sacramento Raceway, Sacramento. Info 916/366-7368.
CALIFORNIA DRAGS
• Baylands Raceway Park, Fremont. Inbfo 415/651-2545.
CALIFORNIA MOTOCROSS
• CMC. Baylands Raceway Park, Fremont. Info 415/651-2545.
ILLINOIS STADIUM MX
Santa Fe Speedway, Hinsdale. Info 312/839-1050 or 217/753-8866.

July 29-30

ILLINOIS MOTOCROSS
• Lake County Fair, Grayslake. Info 312/680-7744 or 455-5812.

July 30

CALIFORNIA SPEEDWAY
• AMA. Baylands Raceway Park, Fremont. Info 415/651-2545.
CALIFORNIA SPEEDWAY
• FIM/AMA. USA vs. the World. Ascot South Bay Stadium, Gardena. Info 213/321-1100.
CANADA SHORT TRACK
• CMA/Sportscope Ent. Assiniboia Downs, Winnipeg. Info 204/943-8800.

July 31

CALIFORNIA SPEEDWAY
• AMA. Gold Country Speedway, Auburn. Info 9166/485-7140 or 448-7557.
CALIFORNIA SPEEDWAY
• Int'l Speedway. Orange County Fairgrounds, Costa Mesa. Info 714/492-9933.
CALIFORNIA MOTOCROSS
SRA. Sacramento Raceway Park, Sacramento. Info 916/363-2653.
CALIFORNIA MOTOCROSS
• BMA. Baylands Raceway Park, Fremont. Info 415/651-2545.
CALIFORNIA MOTOCROSS
• CMC. Ascot Raceway, Gardena. Info 714/261-6116.
INDIANA SHORT TRACK
• AMA. Lawrenceburg Motorcycle Speedway, Lawrenceburg. Info 513/662-7759.
MICHIGAN MOTOCROSS
MRA. Milan Excitement City, Milan. Info 517/522-4380.
NEBRASKA SHORT TRACK
Kam Raceway, Hastings. Info 402/463-4717 or 463-7677.
OHIO HALF MILE
Eastern Regional. Action Motorsports Promotions. Ashland County Fairgrounds, Ashland. Info 513/492-9705.
PENNSYLVANIA SHORT TRACK
• AMA/D-5. W. PA Fair S.T. Series. Rocky Ridge Riders. Big Butler Fairgrounds, Butler. Info 412/796-1667 or 796-5602.
SOUTH CAROLINA SUPERCROSS
• Stepp Mill MX. Riverside Speedway, Travelers Rest. Info 704/685-3033.
TEXAS MOTOCROSS
• Ross Downs MX. Colleyville. Info 817/481-2804.

July 31-Aug. 1-2

CALIFORNIA SIDECAR RIDE
Sierra Sidecar Spectacular. Clinic/ride. Mariposa Fairgrounds, Mariposa. Info 916/663-2201.

August 1

ALABAMA MOTOCROSS
County Line Raceway, Bessemer. Info 205/477-5389 or 477-6848.

Sunday, August 9

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**$1000 TO THE SPORTSMAN
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LA COUNTY RACEWAY
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*$1500 ATV 75% Payback
**$1000 TO THE SPORTSMAN
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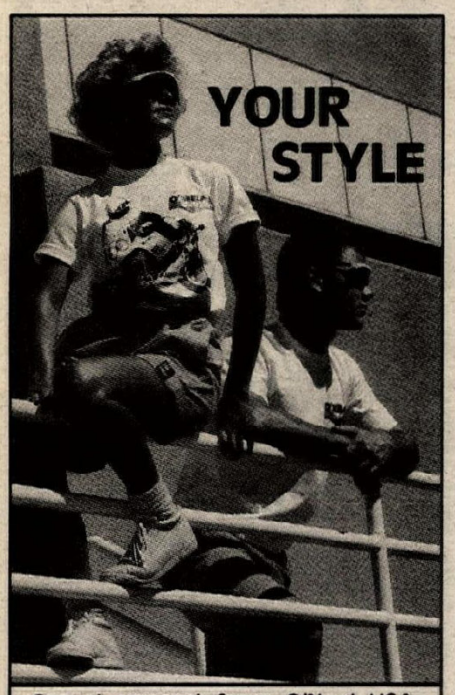

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SUN AUG 2 - DeAnza
SAT AUG 8 - Perris
SUN AUG 9 - Perris
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August 7 - Ascot
• Summer Series #5
August 9 - Sunrise
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August 22-23 Sears Point
September 13 Sears Point
13423 Stanstead
Norwalk, CA 90650
(213) 864-0704
(415) 327-0908 North Chapter

ALABAMA MOTOCROSS
• Gary's Warrior MX, Warrior. Info 205/849-8069 or 647-5612.
ALABAMA MOTOCROSS
• Coleta Valley MX, Ashland/Talladega. Info 205/354-4586 or 354-2805.
ARIZONA MOTOCROSS
Thrasher Land, Glendale. Info 602/872-9737.
CALIFORNIA SHORT TRACK
• Dirt Sport Promotions. Carlsbad Raceway, Carlsbad. Info 619/489-6927.
CALIFORNIA MOTOCROSS
• Central Valley MX Series. Huron. Info 209/673-8080.
CALIFORNIA MOTOCROSS
• Cycleland Speedway, Chico. Info 916/342-0063.
CALIFORNIA SCRAMBLES
• R & D Ent. Fairgrounds, Hollister. Info 408/449-7367.
CALIFORNIA SHORT TRACK
• AMA/D-36. Lodi Cycle Bowl, Lodi. Info 209/368-7182.
CALIFORNIA SHORT TRACK
BRA/Porterville Spinners. Spinners Airport Raceway, Porterville. Info 209/784-6301.
CALIFORNA MOTOCROSS
• CMC. Pierson Speedway, Ridgecrest. Info 619/446-7240.
CALIFORNIA SPEEDWAY
• FIM/AMA. USA vs. the World long track. Ascot Raceway, Gardena. Info 213/321-5323.
FLORIDA SHORT TRACK
AMA/Cyltech/Klotz. Orange County Raceway, Orlando. Info 305/788-8592.
GEORGIA MOTOCROSS
Southern Supercross, between Dalton, GA & Chattanooga, TN. Info 404/259-5092.
GEORGIA MOTOCROSS
Thunder Creek MX, High Falls. Info 912/994-6630.
HAWAII MOTOCROSS
• CMC. Aloha Supercross. Aloha Stadium, Honolulu. Info 714/261-6116.
INDIANA HALF MILE
• Goshen Ironhorsemen. Elkhart County Fairgrounds, Goshen. Info 219/674-8061 or 293-3398.
IOWA MOTOCROSS
AMA/D-22. Wilcox Racing. Jefferson County Fairgrounds, Fairfield. Info 515/946-7732.
MICHIGAN MOTOCROSS
MRA. Hillsdale Green Acres, Hillsdale. Info 517/357-4456.
MICHIGAN HALF MILE
• AMA/D-14. Lansing MC. Ingham Countty Fairgrounds, Mason. Info 517/322-2237.
NEVADA STADIUM MX
Silverbowl Summer Series. Sam Boyd Silver Bowl, Las Vegas. Info 702/564-2677.
NEW YORK MOTOCROSS
AMA. Broome-Tioga Sports Center, Binghamton. Info 607/723-3523 or 648-4997.
NEW YORK SHORT TRACK
Fastland USA Speedway, Accord. Info 518/325-5893.
OHIO POKER RUN
AMA/D-11. COCR. 6 mi south of Lancaster. Info 614/237-3511.
OHIO TT SCRAMBLES
Sideways Promotions. Deerfield Speedway, Deerfield. Info 216/584-8668.
OHIO MOTOCROSS
• AMA./D-11. Holeshot Hills of Cincinnati, Cincinnati. Info 513/738-3814 or 738-2678.
OHIO MOTOCROSS
• AMA/D-11. Honda Hills, Linnville. Info 614/228-0690 or 323-3766.
OKLAHOMA MOTOCROSS
Motorcycle Raceways, Inc. Oklahoma City. Info 405/681-9492.
PENNSYLVANIA MOTOCROSS
Motordrome Speedway, Smithton. Info 304/594-1157 or 412/872-5110.
PENNSYLVANIA SUPERCROSS
Trail-Way Speedway, Hanover. Info 717/359-4310.
TENNESSEE MOTOCROSS
I-40 MX Race Park, Lenoir City. Info 615/986-4764 or 637-7041.
TEXAS SHORT TRACK/TT
• TDTA. Mike Kidd Prom. Boyd Raceway, Boyd. Info 817/627-7480 or 433-5587.
WASHINGTON TT
• AMA/D-27. Mt. St. Helens MC. Castle Rock Fairgrounds, Castle Rock. Info 206/274-8700 or 274-4346.
WISCONSIN SHORT TRACK
Badger Racing Assn. Langlade County Fairgrounds, Antigo. Info 414/699-3387.

August 1-2

ALASKA MOTOCROSS
Alaska State C'ship Series. Willow. Info 907/344-8229.
CALIFORNIA SAND DRAGS
Don Brown Racing. Glen Helen OHV Park San Bernardino. Info 714/880-1733 or 381-4454.
MICHIGAN MOTOCROSS
AMA/D-14. MRA. Moreland's Supercross Park, Stanton. Info 517/235-4105.
MICHIGAN TRAIL TOUR
Cycle Conservation Club of MI, Capitol Chapter. Leota. Info 616/342-9025 or 517/676-4172.
NEW HAMPSHIRE SHORT TRACK/MX
LRRS. Bryar Motorsport Park, Loudon. Info 603/783-4744.
SOUTH DAKOTA MOTOCROSS
• Red Dot Raceway, Rapid City. Info 605/393-1941 or 348-6037.
VIRGINIA SUPERCROSS
AMA/D-13. Green's & Sussex County Raceway, Disputanta. Info 804/991-2482.

August 2

CALIFORNIA MOTOCROSS
• CRC. Perris Raceway, Perris. Info 805/272-8889.
CALIFORNIA MOTOCROSS
• CMC. Coors Silver Bullet Summer Series. Sandhill Ranch, Brentwood. Info 415/634-3328.
CALIFORNIA GRAND PRIX
• Bandido GP. CRC. Perris Raceway, Perris. Info 805/272-8889.
CALIFORNIA STADIUM MX
Qualifier. Raceway Promotions. Ventura County Fairgrounds, Ventura. Info 805/985-5433.
CALIFORNIA MINI MX
CMMC. Barona Oaks Raceway, Ramona. Info 619/347-3909.
COLORADO MOTOCROSS
SRAC/Rocky Mountain Promotions. Lakewood Sportscycle Park, Lakewood. Info 303/989-7436.
FLORIDA SCRAMBLES/ENDURO
Triathelon Series. Orange County Raceway, Orlando. Info 305/568-2271.
GEORGIA MOTOCROSS
Whitesburg MX, Whitesburg. Info 404/861-3000
GEORGIA MOTOCROSS
Riverside MX, Calhoun. Info 404/629-8105.
GEORGIA MOTOCROSS
Catoosa County MX Park, Ringgold. Info 404/861-3000.
INDIANA HARE SCRAMBLE
Haspin Acres, Laurel. Info 317/825-6156.
KENTUCKY MOTOCROSS
Pendleton County MC Rec. Park, Gardnersville. Info 606/472-3442.
MICHIGAN MOTOCROSS
MRA. Irish Hills MX Park, Clinton. Info 517/522-4380.
MONTANA TRIALS
WMTA 3rd Annual Cooke City Challenge Cup. Cooke City. Info 406/838-2330.
NEW HAMPSHIRE MOTOCROSS
NEMA. Bryar Motorsport Park, Loudon. Info 207/384-2451.
NEW YORK MOTOCROSS
• AMA Nat'l C'ship 125/500cc. Broome-Tioga Sports Center, Binghamton. Info 607/723-3523 or 648-4997.
NEW YORK MOTOCROSS
• AMA. Walden Playboy MC, Wallkill. Info 914/883-7094.
NORTH CAROLINA HALF MILE
AMA Eastern Regional. C & C Promotions. Metrolina Speedway, Charlotte. Info 704/598-RACE or 537-3682.
NORTH CAROLINA MOTOCROSS
Wilkes County MX Park, Lenoir. Info 704/758-4342.
OHIO HARE SCRAMBLE
Gran Prix Raceway, Canal Fulton. Info 216/239-1598 or 682-9231.
OHIO MOTOCROSS
• AMA/D-11. COCR. 6 mi south of Lancaster. Info 614/237-3511.
OHIO TT SCRAMBLES
Summit Valley Campgrounds, Salineville. Info 216/679-2957.
OHIO MOTOCROSS
Budweiser Stony Hollow MX. Dayton MC, Dayton. Info 513/263-9321.
OKLAHOMA MOTOCROSS
Interstate MX Park, Oklahoma City.Info 405/390-2100 or 732-0212.
PENNSYLVANIA MOTOCROSS
• AMA/D-6. Sleepy Hollow MX Park, Fredericksburg. Info 717/865-3302.
PENNSYLVANIA HILLCLIMB
• Nat'l C'ship. White Rose MC, Spring Grove. Info 717/229-2621.
PENNSYLVANIA ENDURO
Canyon Enduro. Canyon Riders MC. Middlebury Center. Info 717/724-5750.
PENNSYLVANIA MOTOCROSS
The Challenger, Homer City. Info 412/726-5494.
TENNESSEE MOTOCROSS
Jax MX, Milan. Info 901/662-7123 or 686-0558.
TENNESSEE MOTOCROSS
Putnam County Fairgrounds, Cookeville. Info 615/528-5724.
TEXAS MOTOCROSS
Lake Whitney Cycle Ranch, Whitney. Info 817/694-2901.
TEXAS FAMILY ENDURO
Trail Riders of Houston. New Waverly. Info 713/583-0006 or 492-3408.
TEXAS MOTOCROSS
Westside Optimist Club, Midland. Info 915/683-4873 or 699-6219.
VERMONT MOTOCROSS
VT MX Assn./Berkshire Race Track, Enosburg. Info 802/933-2022.
VIRGINIA HARE SCRAMBLES
VA C'ship Series. Peninsula Trailriders. Victory, Gloucester. 804/877-0033.
WISCONSIN HALF MILE
• Southeastern Short Trackers. At the Expo, Manitowoc. Info 414/353-5920.

August 2-9

OKLAHOMA MOTOCROSS
10th Annual NMA Grand Nationals. Ponca City. Info 213/868-8112.

August 3-9

SOUTH DAKOTA RALLY/HM/ST/HC
• 47th Annual Black Hills Classic. Sturgis. Info 605/347-5941.

August 5

CALIFORNIA DRAGS
Sacramento Raceway, Sacramento. Info 916/3366-7368.
CALIFORNIA DRAGS
• Baylands Raceway Park, Fremont. Info 415/651-2545.
CALIFORNIA MOTOCROSS
• CMC. Baylands Raceway Park, Fremont. 415/651-2545.
ILLINOIS STADIUM MX
• AMA. Santa Fe Speedway, Hinsdale. Info 312/839-1050 or 217/753-8866.
KANSAS SHORT TRACK
• Salina Fairgrounds, Salina. Info 316/225-7041.

August 6

CALIFORNIA SPEEDWAY
• AMA. Ascot's South Bay Stadium, Gardena. Info 213/321-1100.
CALIFORNIA SPEEDWAY
• AMA. Baylands Raceway Park, Fremont. Info 415/651-2545.

August 7

CALIFORNIA MOTOCROSS
• BMA. Baylands Raceway Park, Fremont. Info 415/651-2545.
CALIFORNIA STADIUM MX
SRA. Sacramento Raceway Park, Sacramento. Info 916/363-2653.
CALIFORNIA SPEEDWAY
• Int'l Speedway. Orange County Fairgrounds, Costa Mesa. Info 714/492-9933.
CALIFORNIA SPEEDWAY
• AMA. Gold Country Speedway Fairgrouunds, Auburn. Info 916/485-7140 or 448-7557.
CALIFORNIA SHORT TRACK
• BRA. Bakersfield Speedway, Bakersfield. Info 805/323-7877.
CALIFORNIA MOTOCROSS
• CMC. Ascot Raceway, Gardena. Info 714/261-6116.
INDIANA SHORT TRACK
• AMA. Lawrenceburg Speedway, Lawrenceburg. Info 513/662-7759.
MICHIGAN MOTOCROSS
• MRA. Milan Excitement City, Milan. Info 517/522-4380.
NEBRASKA SHORT TRACK
Kam Raceway, Hastings. Info 402/463-4717 or 463-7677.
SOUTH CAROLINA SUPERCROSS
• Stepp Mill MX. Riverside Speedway, Travelers Rest. Info 704/685-3033.
TEXAS STADIUM MX
• Ross Downs MX, Colleyville. Info 817/481-2804.

August 7-9

NORTH CAROLINA RALLY
10th Annual Daniel Boone Rally. BMW Riders of Eden. Boone.

August 8

ALABAMA MOTOCROSS
Penton MX, Lafayette. Info 205/864-9448 or 864-9641.
ALABAMA MOTOCROSS
County Line Raceway, Bessemer. Info 205/477-5389 or 477-6848.
ALABAMA MOTOCROSS
• Gary's Warrior MX, Warrior. Info 205/849-8069 or 647-5612.
ARKANSAS MOTOCROSS
Cleburne County Speedway, Heber Springs. Info 501/362-6474.
ARIZONA MOTOCROSS
Thrasher Land, Glendale. Info 602/872-9737.
CALIFORNIA MOTOCROSS
• Central Valley MX Series. Little Oakie. Info 209/673-8080.
CALIFORNIA MOTOCROSS
• Cycleland Speedway, Chico. Info 916/342-0063.
CALIFORNIA SCRAMBLES
• R & D Ent. Fairgrounds, Hollister. Info 408/449-7367.
CALIFORNIA MOTOCROSS
Racing Ent./ Life's a Beach. Carlsbad Raceway, Carlsbad. Info 619/727-1171 or 484-1441.
CALIFORNIA ROAD RIDE/SHOW
15th Annual Antique & Classic Show. S.W. 2-Wheelers & AACA. Missile Park, San Diego. Info 619/271-6456 or 468-3241.
CALIFORNIA DESERT RACE
Budweiser Superstition 250 IV. Fudpucker Racing Team. Ancient Dry Lake Bed, Imperial County. Info 619/427-5759.
CALIFORNIA SHORT TRACK
• AMA/D-36. Lodi Cycle Bowl, Lodi. Info 209/368-7182.
COLORADO SUPERCROSS
SRAC/Prairie Hills Promotions. Raceland, Denver. Info 303/989-7436.
FLORIDA SHORT TRACK/MX
• Fall Series. Orange County Raceway, Orlando. Info 305/568-2271.
GEORGIA MOTOCROSS
Southern Supercross, between Dalton, GA & Chattanooga, TN. Info 404/259-5092.
GEORGIA MOTOCROSS
Catoosa County MX, Ringgold. Info 404/861-3000.
MICHIGAN MOTOCROSS
MRA. Hillsdale Green Acres Race Track, Hillsdale. Info 517/357-4456.
MICHIGAN POKER RUN
10th Annual P.R. Windmill Cyclers, Holland. Info 616/772-4949.
MISSISSIPPI MOTOCROSS
AMA. River City MX Assn. Cotton Bowl Speedway, Byhalia. Info 901/365-4368 or 601/838-4032.

NEVADA STADIUM MX
Silverbowl Summer Series. Sam Boyd Silverbowl, Las Vegas. Info 702/564-2677.
NEW YORK SPEEDWAY
Plus Top Gun. Fastland USA Speedway, Accord. Info 518/325-5893.
OHIO SHORT TRACK
Sideways Promotions. Deerfield Speedway, Deerfield. Info 216/584-8668.
OHIO MOTOCROSS
• D-11. Kenworthy's MX Park, Troy. Info 513/335-7111 or 335-4763.
OKLAHOMA MOTOCROSS
Motorcycle Raceways, Oklahoma City. Info 405/681-9492.
PENNSYLVANIA SUPERCROSS
AMA. Evansville Raceways, Berwick. 717/759-2841.
PENNSYLVANIA SHORT TRACK
Mathias Raceway, New Philadelphia. Info 216/859-2408.
SOUTH DAKOTA MOTOCROSS
• Red Dot Raceway, Rapid City. Info 605/393-1941 or 348-6037.
TENNESSEE MOTOCROSS
I-40 MX Race Park, Lenoir City. Info 615/986-4764 or 637-7041.
TEXAS SHORT TRACK/TT
• TDTA. Mike Kidd Promotions. Boyd Raceway, Boyd. Info 817/627-7480 or 433-5587.

August 8-9

CALIFORNIA EUROPEAN SCRAMBLES
Best of the West Series. AMA/D-37/Huntington Beach MC. Lucerne Valley. Info 714/978-7038.
CALIFORNIA OLYMPIAD
DCR. Glen Helen ORV Park, Devore. Info 714/371-6333.
IOWA TRIALS
AITRA. Harly Griffieon Farm, Decatur. Info 515/442-3403.
MINNESOTA ROAD RACE
CRA C'ship Series. Brainerd. Info 612/332-4070.
WASHINGTON ROAD RACE
WMRRA. Seattle Int'l Raceway, Kent. Info 206/363-3597.

August 9

ALABAMA MOTOCROSS
• Top Gun MX Track, Dothan. Info 205/792-1777 or 793-3609.
ALASKA MOTOCROSS
FMRA. Goose Island Raceway, Fairbanks. Info 907/488-2121.
CALIFORNIA MOTOCROSS
• CRC. L.A. County Raceway, Palmdale. Info 805/272-8889.
CALIFORNIA MOTOCROSS
• CMC. Coors Silver Bullet Summer Series. Argyll Park, Dixon. Info 415/634-3328 or 916/678-3592.
CALIFORNIA POKER RUN
AMA/SRRA/D-36. Richmond Ramblers MC. Fairfield. Info 415/235-7322 or 237-3543.
CALIFORNIA MOTOCROSS
• DRC. DeAnza Cycle Park, Sunnymead. Info 714/242-5840.
CALIFORNIA SPEEDWAY
• Cycleland Speedway,Chico. Info 916/342-0063.
CANADA MOTOCROSS
OATVA Series. Ridgetown. Info 519/262-3318 or 685-8045.
COLORADO TRIALS
C'ship Series #5/ Senior Series #5. Gordon's Gulch. Info 494-1591 or 475-2018.
CONNECTICUT ENDURO
NETRA C'ship Series. Pathfinders MC. New Haven Sportsmen's Club, Guilford. Info 203/878-2817.
GEORGIA MOTOCROSS
Calhoun MX, Calhoun. Info 404/629-7511.
GEORGIA MOTOCROSS
Riverside MX, Calhoun. Info 404/629-8105.
IDAHO MOTOCROSS
Fossil Bowl MX, Clarkia. Info 208/245-3608.
ILLINOIS HARE SCRAMBLES
Mid State Dirt Riders. Panama. Info 217/999-2076.
INDIANA MOTOCROSS
Haspin Acres, Laurel. Info 317/825-6156.
MARYLAND MOTOCROSS/HS
AMA. Antietam MC, Hagerstown. Info 301/797-8686.
MASSACHUSETTS TRIALS
NETA C'ship Series. Springfield MC, W. Brimfield. Info 401/421-6929 or 333-0523.
MICHIGAN MOTOCROSS
MRA. Log Road TNT, Coldwater. Info 517/522-4380.
MICHIGAN MOTOCROSS
MRA. Brown City MX, Brown City. Info 517/522-4380.
MICHIGAN ENDURO
AMA/ D-14. 61st Jack Pine Enduro. Regional C'ship. Lansing MC, Moorestown. Info 517/322-2237.
NEW HAMPSHIRE MOTOCROSS
NESC C'ship Series. Bryar Motorsport Park, Loudon. Info 413/772-0685.
NEW JERSEY MOTOCROSS
• AMA. Raceway Park, Englishtown. Info 201/446-6331.
NORTH CAROLINA MOTOCROSS
Asbury MX Park, Westfield. Info 919/871-2050.
OHIO HARE SCRAMBLES
CRA. Mathias Raceway, New Philadelphia. Info 216/336-8678 or 239-1598.
OHIO TT SCRAMBLES
Summit Valley Park Campgrounds, Salineville. Info 216/679-2957.
OHIO MOTOCROSS
• AMA 125/500cc Nat'l C'ship Series. Troy. Info 513/335-7111 or 335-4763.
OKLAHOMA MOTOCROSS
• Allen Ranch MX, Tulsa/Bixby. Info 918/428-1237.
PENNSYLVANIA HARE SCRAMBLES
AMA. High Mountain Dirt Riders. Camp Rotowanis, St. Johns. Info 717/678-7331.
PENNSYLVANIA HARE SCRAMBLE/MX
AMA/D-5. M & G Racing. Beaver Valley Raceway, Hookstown. Info 412/693-2880.
PENNSYLVANIA MOTOCROSS
Hurricane Hills Sports Center, Clifford. Info 717/587-2190 or 222-9290.
PENNSYLVANIA HARE SCRAMBLES
Mathias Raceway, New Philadelphia. Info 216/336-8678 or 239-1598.
TENNESSEE MOTOCROSS
• Smoky Mountain MX, Pigeon Forge. Info 615/453-8203 or 453-4622.
VIRGINIA HARE SCRAMBLE
• AMA Nat'l C'ship H.S. Series. Central VA Trail Riders, Columbia. Info 804/266-4439.
WYOMING TRIALS
WMTA. Casper. Info 307/237-9036.

August 11

TENNESSEE MOTOCROSS
• Tenn. River Cycle Riders. Henry County Fairgrounds, Paris. Info 901/642-1513.

August 12

CALIFORNIA DRAGS
• Baylands Raceway Park, Fremont. Info 415/651-2545.
CALIFORNIA DRAGS
Sacramento Raceway, Sacramento. Info 916/366-7368.
CALIFORNIA MOTOCROSS
• CMC. Baylands Raceway Park, Fremont. Info 415/651-2545.
ILLINOIS STADIUM MX
• AMA. Santa Fe Speedway, Hinsdale. Info 312/839-1050 or 217/753-8866.
MONTANA STADIUM MX
• Billings MC. Yellowstone Metra, Billings. Info 406/259-2920 or 252-5588.

August 13

CALIFORNIA SPEEDWAY
• AMA. Ascot's South Bay Stadium, Gardena. Info 213/321-1100.
CALIFORNIA SPEEDWAY
• AMA. Baylands Raceway Park, Fremont. Info 415/651-2545.
OHIO HALF MILE/TT
• AMA. D & B Racing Prom. Auglaize County Fairgrounds, Wapakoneta. Info 419/991-3210 or 991-8124.

August 14

CALIFORNIA SPEEDWAY
• Int'l Speedway. Orange County Fairgrounds, Costa Mesa. Info 714/492-9933.
CALIFORNIA MOTOCROSS
• BMA. Baylands Raceway Park, Fremont. Info 415/651-2545.
CALIFORNIA STADIUM MX
SRA. Sacramento Raceway Park, Sacramento. Info 916/363-2653.
CALIFORNIA MOTOCROSS
• CMC. Ascot Rsaceway, Gardena. Info 714/261-6116.
INDIANA SHORT TRACK
• AMA. Lawrenceburg MC Speedway, Lawrenceburg. Info 513/662-7759.
MICHIGAN MOTOCROSS
• MRA. Milan Excitement City, Milan. Info 517/522-4380.
NEBRASKA SHORT TRACK
Kam Raceway, Hastings. Info 402/463-4717 or 463-7677.
SOUTH CAROLINA SUPERCROSS
• Stepp Mill MX. Riverside Speedway, Travelers Rest. Info 704/685-3033.
TEXAS STADIUM MX
• Ross Downs MX, Colleyville. Info 817/481-2804.

August 14-16

CALIFORNIA DESERT RACE
SCORE Off-Road C'ship Series. Riverside Int'l Raceway, Riverside. Info 818/889-9216.

August 15

ALABAMA MOTOCROSS
• Coleta Valley MX, Ashland/Talladega. Info 205/354-4586 or 354-2805.
ALABAMA MOTOCROSS
County Line Raceway, Bessemer. Info 205/477-5389 or 477-6848.

FREE CALENDAR LISTING

Calendar listings are a free service for *Cycle News* readers and race promoters. All information is the responsibility of the promoter. Calendar listings cannot be accepted over the phone; we must have a complete Calendar listing form on file. Listings must be received by Wednesday for publication in the following week's issue. We strongly suggest racers/spectators call the promoter/track to confirm details before traveling to an event.

Event date: ____________________

Type of event: ____________________

Event sanction/promoter/sponsoring club: ____________________

____

Location of event: ____________________

____

City/Town : ____________________ State : __________

Phone number (with area code)
for more information: ____________________

Your name: ____________________

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Two Separate Events Each Day

AUG 9th Churchill County Fair, Fallon, Nevada | **AUG 16th** Nevada State Fair, Reno, Nevada

COME TO THE FAIR AND RACE THE SAME DAY

Quads - 3-Whl - Odysseys
Smooth T.T. Course
Sign Up 7:00 am - 9:00 am
Practice 9:00 am - 10:00 am
Rider's Meeting 10:30 am
First Race 11:00 am
Entry Fee
Amateur - $20.00/40% Trophies
Pro - $75.00/$3,000.00 Purse

Motorcycles Only
Arena Moto-Cross
Sign Up 4:00 pm - 6:00 pm
Practice 5:30 pm - 6:30 pm
Rider's Meeting 6:30 pm
First Race 7:00 pm
Entry Fee
Amateur - $20.00/70% Cash Payback
Pro - $25.00/100% Cash Payback

ALL CLASSES INCLUDING MINIS AT BOTH EVENTS

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First 100 Pit Passes Receive Free T-Shirt

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AMA State Championship Series
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Purse For Expert Class

Series Schedule
Sept. 13 ..... Gatorback
Sept. 20 ..... Dade City
Sept. 27 ... Diamondback
October/November Schedule - TBA

Gold Cup Classes
65cc (7-11), 85cc (7-12), 85cc (13-15), 125 A,B,C, 250/500 Expert, 250 B,C, Open Novice, Plus 25 Open, Seniors, 3 Wheel 0-200, 3 Wheel 201-Open, 4 Wheel Expert, 4 Wheel Sportsman

TRACK SCHEDULE
Gates Open...... 7:00 a.m.
Registration ..... 7:30 a.m.
Practice......... 9:00 a.m.

ADMISSION
Adults/Riders $7.00
Children(6-10)...... $4.00

ENTRY FEES
Amateur .... $12 Per Class
Expert ...... $15 Per Class

For More Information Call SuperSports: (813) 822-8929

TRACK DIRECTIONS
GATORBACK - Gainesville, Florida. I-75/SR-26 Exit - West SR-26 Ten Miles to SR-235. Then North on SR-235 to CR-36. Turn Right. 1/10 Mile. Phone (813) 822-8929

DIAMONDBACK - Cocoa, Florida. North Cocoa off U.S. Hwy. #1 on Canaveral Groves Boulevard. Phone (305) 631-5571

DADE CITY - I-75 to Hwy. 52. East 7 Miles to Pasco County Fairgrounds. Phone (813) 986-4950

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Youngstown, Florida
Friday Night, August 7, ATV Moto-X
1 Mile Track
Gates Open 5:00pm Races Start 8:00pm
Sunday, August 16, Sand Drags
3 & 4 Wheelers • Truck
Bracket & Heads up
Gates Open 9:00am Races Start 1:00pm
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Free Camping • Sprinkler System
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For info call: (904) 722-9680 or (904) 769-0542

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AUGUST 10th MONDAY NIGHT
Hartford County Fair
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MOTORCYCLES
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Motocrossers Invited
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100/90x18	4E	$ 62.95
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130/90x18	MXR	$ 60.95
300x21	3E	$ 51.95
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410x14	744	$ 50.95
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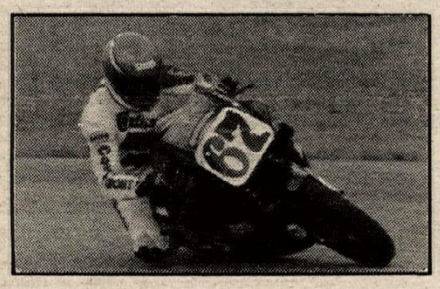

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1st Middleweight SuperSports
1st Middleweight Superbike

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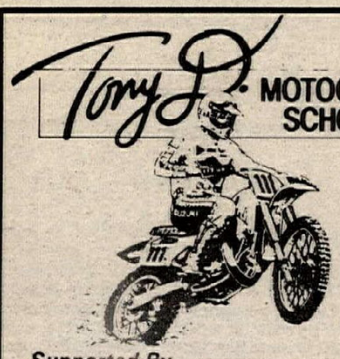
Tony D. MOTOCROSS SCHOOLS



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Hazelton, PA 18201
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Ponca City, OK — NMA Grand National — 8/1 thru 8/9
Hurricane Mills, TN — Loretta Lynn AM Nat'l — 8/10, 8/11
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RESULTS

Motocross
Frozen Ocean
Motocross Park
Auburn, NY
July 4
By Dave Denman

125 EX
Chris Coleman Kaw
Jim Woolridge Suz
Brian Austin Hon
Brad King Hon
Shane Slother Hon
OPEN EX
Mike Robinson Kaw
Ron Drake Kaw
Troy Bradshaw Hon
Scott Page Kaw
Kevin Long Kaw
250 EX
Chris Coleman Kaw
Brian Austin Hon
Rick Pinney Hon
Ted Antonucci Kaw
Mike Dries Kaw
SR A
Mike Robinson Suz
Bart Lucas Kaw
Cliff Miller Kaw
Oscar Dejac Suz
Tom Lee Yam
SR B
Renn Shepherd MS
Tom Ghidiu Kaw
Sonny Lemp Kaw
Pat Scarpulla Yam
Ed Fahrenholz Kaw
60
Scott Ghidiu Kaw
Millard O'Bryan Kaw
Gerritt Kemp Suz
Doug Ritterer Kaw
OPEN INT
Rkandy Woztanik Hon
Martin McDonald Hon
Brian Holliwell Yam
Tom Cayia Hon
Jerry Lasher Hon
250 AM
Bruce Byler Kaw
Craig Lane Yam
Greg Smith Yam
Scott Wolff Kaw
Scott Franz Hon
OPEN AM
Marc Brown Hon
Greg Lasher Hon
Devin DeJac Hon
Dean Roberts Yam
Charles Margott Hon
MINI AM
Mike Panko Kaw
Bill Silvarole Kaw
Don Schmidt Kaw
Andy Brooks Yam
Sean Scuttnik Kaw
201 OPEN NOV
Paul Kessel Hon
David Costa Kaw
Peter Nicolosi Kaw
Carl Morse Yam
Russ Billlinger Kaw
MINI INT
Ben Dressner Hon
Justin Berg Kaw
Dave Richards Suz
Darrell Stone Yam
Brian Tyler Kaw
125 AM
Mark Olek Kaw
Bob Dahl Yam
Stuart Platt Kaw
Andy Partis Kaw
Jeff Robinson Kaw
VINT & WOODS
Tim Marks Yam
Scott Rhinehart Kaw
David Cali Kaw
Carla Swing Hon
Tyrone Taccone Yam
SCHBY
Kelly O'Hara Kaw
Bill Silvarole Kaw
Peter Malyj Kaw
Jeff Robinson Kaw
Mike Panko Kaw
MINI NOV
Rich Daly KTM
Todd Hine Yam
Jeremy Bean Kaw
Ken Longcar Kaw
Mark Krueger Hon
100-200 INT
Tom Cayia Hon
Lance Camp Hon
Jason Ragan Suz
Gary Michael Kaw
Eric Johncox Yam
100-200 NOV
David Dunham Hon
Steve Overslaugh Kaw
Khristopher Bailey Yam
Thad Main Kaw
David Pecora Yam

Motocross
Frozen Ocean
Motocross Park
Auburn, NY
July 5
By Dave Denman

125 EX
Brad King Hon
Mark Busher Kaw
Peter Phillips Hon
Mike Dries Kaw
Bill Denman Kaw
250 EX
Chris Coleman Kaw
Mark Busher Kaw
Mike Dries Kaw
Brian Austin Hon
Bill Denman Kaw
OPEN EX
Troy Bradshaw Hon
Mike Robinson Kaw
Scott Page Kaw
Bill Wallin Yam
Kevin Long Kaw
100-200 NOV
David Dunham Hon
Mike Coast Suz
Carl Morse Kaw
John Carroll Kaw
Mike Smith Hon
60
Scott Ghidiu Kaw
Millard O'Bryan Kaw
Gerrit Kemp Yam
Doug Retterer Kaw
250 AM
Paul McNaughton Kaw
Craig Lane Yam
Scott Franz Hon
Mark Goetz Kaw
Bob Dahl Yam
SR A
Mike Robinson Suz
Bart Lucas Kaw
Cliff Miller Kaw
Gary Walker Hus
Oscar Dejac Suz
125 AM
Billy Veruto Kaw
Stuart Platt Kaw
Kelly O'Hara Kaw
Paul McNaughton Kaw
Jeff Robinson Kaw
MINI AM
Mike Panko Kaw
Bill Silvarole Kaw
Andy Brooks Yam
Don Schmidt Kaw
Benji Trask Kaw
OPEN AM
Marc Brown Hon
Greg Lasher Hon
Bob Scranton Kaw
Dean Roberts Yam
Kevin Dejac Hon
OPEN INT
Randy Wojtanik Hon
Tyrone Taccone Yam
Doug Orser Hon
Ray Anthony Hon
Martin McDonald Hon
VINT & WOODS
Dan Morgott Hon
Tim Marks Yam
Scott Rhinehart Kaw
Carla Swing Hon
Jeff Warrick Hon
201 OPEN NOV
Paul Kessel Hon
Peter Nicolosi Kaw
Carl Morse Yam
H. Hoose Yam
Ned Monier Hon
MINI INT
Justin Berg Kaw
Brian Tyler Kaw
Scott Ghidiu Kaw
Dave Richards Suz
Dusty Ceratt Kaw
SR B
Renn Shepard NS
Gary Hinton Yam
Paul Carpenter Hon
Dennie Trask Kaw
Randall Turner Hon
SCHBY
Jeff Robinson Kaw
Bill Silvarole Kaw
Peter Malyj Kaw
Jason Ragan Suz
Kelly O'Hara Kaw
MINI NOV
Eddie Adamazyk Kaw
Dean Newman Yam
Jim Galpin Kaw
Todd Hine Yam
Paul Ruiter Suz

Motocross
NESC
Southfield, MA
July 10

125 NOV
Travis Vincent Hon
Ron Jackson Kaw
Gino Bia Kaw
Shane Roundy Suz
John Curtin Hon
250 NOV
John McIntyre Hon
Joe Pustuzzi Hon
Sam Brannigan Hon
John Derocher Kaw
Richard DuPuis Suz
OPEN NOV
Joe Pustuzzi Hon
Bob Doyle Hon
Bob Gould Hon
Bob Miskell C-A
Joe Dantuono Hon
125 AM
Ken Kelleter Kaw
Shawn Levesque Yam
Toby Jasmin Hon
Jim Boschen Kaw
Rich Ovesny Kaw
250/OPEN AM
Ray Gross Hon
Todd Marsh Kaw
John Majcher Yam
Jim Northrup Kaw
Jeff Emery Hon
125 EX
Pat Barton Hon
Bill Dzielak Hon
David Rudnicki Suz
Ed Morse Hon
Wemyss Scott Yam
250/OPEN EX
Tim Brown Hon
Ken Kaplan Suz
Keith Johnson Kaw
VET 30-34
Gary Doski Hon
Tom Janik Hon
Art Testanero Hon
Ed Longacre Yam
Dick Bissonett Kaw
S/VET 35 & UP
David Faugno Hon
Peter Olson Hon
Tom Navarro Hon
Clovis Goyette Yam
Al Garfield Hon
85 BEG
Jeff Debelis Hon
Tom Pearce Hon
Chris North
Bob Kacmarcik Suz
Kevin Judson Suz
85 JR
Wally Silva Yam
Keith Goyette Yam
Scott Carter Yam
Dan Boone Kaw
Derek Eskenas Kaw
85 SR
J.R. Nadeau Kaw
Tony Lorusso Yam
Jason Fowler Kaw
Doug Conrad Kaw
Todd Reynolds Yam
125 BEG
Trevor Lewis Yam
Eric Howe Suz
David Debelis Kaw
Greg Naylor Kaw
Brett Melville Kaw
125 JR
Steve Sabol Kaw
John Cullinane Hon
Steve Harris KTM
Chris Nikias Hon
Chris Gagnon Kaw
125 SR
David Fantini Suz
Tony Lorusso Yam
Brandon Smith Kaw
Jason Fowler Kaw
Doug Conrad Kaw

Motocross
Ross Downs MX
Colleyville, TX
July 10

50
Bear Spencer Hon
Chris Barnes I-J
Blair Selden Yam
Brandon Ellison Suz
Roger Perez Hon
MICRO MINI
J.J. Spencer Hon
Robert Perez Kaw
Michael Sutphen Kaw
Scott Sutphen Kaw
Bubba Wade Kaw
MINI BEG
Mike Shirley Kaw
Doug Boyd Yam
Mike Clarke Hon
Christpher Young Kaw
Michael Tucker Yam
MINI JR
Coby Owen Kaw
Bub Moore Hon
Rodney Stanford Yam
MINI SR
Jimmy Gaddis Suz
Kevin Bloxom Kaw
Ted Edwards Kaw
Michael Lord Hon
Stripling Smith Yam
125 BEG
Troy Gallagher Hon
Tim Woodruff Hon
Scott Beamis Yam
J.T. Gann Kaw
Kelly Black Hon
125 NOV
Joel Polston Hon
Andy Gooden Hon
Mike Suniga Hon
Jeff Talley Kaw
Melissa Hendrix Yam
250 BEG
Gary Parker Yam
Trevar Jones Kaw
Russel Fagan Hon
Richard Gomez Suz
Ray Jennings Yam
250 NOV
Craig Riddle Suz
Les Cain Kaw
Kip Barr Hon
Jay Cox
Ronald Hendex Yam
OPEN NOV
Craig Riddle Suz
Jeff Douglas Hon
Brad Overturf Hon
Derrick Sims Kaw
OVER 30
Jon Kolbensvik Kaw
Stewart Sutphen Hon
Steve McCombs Kaw
Rod Young Hon
Steve Rich Yam
COMB INT
Stumpy Akins Hon
Lance Tipton Kaw
Les Briscoe Yam
Joey Bloxom Kaw
Donnie McMillon Yam
COMB EX
Terry Tinney Hon
Dean Lane KTM
Loene Burton Hon
T.J. Mooney Hon

Motocross
Smoky Mtn MX
Pigeon Forge, TN
July 12
By Tammy Shular

MINI JR
Eric Brandenburg Hon
Jimmy Crane Yam
Jimmy Briggs Kaw
Chris Burdette Hon
Chad Rayfield Hon
MINI SR
Shane Jenkins Kaw
Dabney Bowen Kaw
Chad Leigh Yam
Marty Dykes Yam
Gary Baker Hon
125 B
Travis Payne Yam
Andy Berryhill Suz
Jeff Pate Yam
Mitch McCarter Suz
Daniel Jones
125 C
Ray Boruff Suz
Danny Beck Kaw
Shane Stepp Yam
Alan Sparks Hon
David Cox KTM
250
Robert Hunkapillar Hon
Jeff White Yam
Jimmy Leach Kaw
Matt McMurray Hon
Larry Harrison Hon
OPEN
Robert Hunkapillar Hon
Jeff White Yam
Matt McMurray Hon
Mike Padgett Yam
Randy Farris KTM
OLDIES
Gary Keith Hon
Larry Finchum Yam
Craig Carey Kaw
Jerry Hebel Yam
Steve Margle Suz
ENDR
Randy Farris Kaw
Dana Thornton KTM
Michael Anderson KDX
Jeff Hensley Kaw
Tony Parker KTM
125 PRO-1
Mike Duncan Kaw
Robby Neeley Kaw
J. Darren Wilson Yam
Brian Justice Yam
125 PRO-2
Duncan
Neeley
Justice
Wilson
OPEN PRO-1
Mike Duncan Suz
Mike Bradshaw Hon
Robby Neeley Kaw
Tracy Harris Hon
OPEN PRO-2
Neeley
Duncan
Robbie Campbell Hon
Harris

Trophy Pickup

Lost Coyotes H/S 5-31-87. Trophies at Dist 37 Desert Races or call 946-1512. (30-31)

Shamrock Grand Prix Trophies "87" will be available at Dirt Digger's July 26. "86" Hare & Hound Trophies still available. (30)

For Listing in this department, please mail information with $1.00 per week that it is run to: Cycle News Trophy Pick-up, Box 498, Long Beach, CA 90801.

WANT ADS

lelp Wanted

SMALL IMPORTER/DISTRIBUTOR requires rson to operate East Coast office to control the tribution of motorcycles and parts. Please send sume, including salary history to: BENELLI/ OTO GUZZI N.A., 1500 Caton Ave, Baltimore, 21227. (230-31)

BUSINESS IS GOOD. We need Mechanics that nt year round work. We're growing. If you are dy to advance, call Mike FREEDOM HON-KAW, nsas City, MO. (816) 761-6621. (230)

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perienced with the 4 major Japanese bikes. cellent working conditions. LEMONADE KAWA-KI. (213) 392-8697. (230-31)

EARN $100 DAY AND MORE. Hand delivery of ers door to door. Permanent part/full time. No perience required. Call 24 hours (800) 255-5110 t 600. (130)

eneral Mgr/Sales Mgr

est L.A. dual-line dealership looking for an gressive, self-motivated manager with good anagerial skills, who can run full-line dealership. ll Marshal (213) 854-7788. (230-31)

ance & Hines

n the #1 team of professionals. Do you consider urself a highly qualified M/C Mechanic? Are you erested in a great future? Vance & Hines M/ Centers has immediate openings for Mechanics o want to move up in the M/C Industry. Top mmissions paid. Great opportunity for advance-nt. Send resume or contact: Ron Foster, VANCE HINES RACING, 14010 Marquardt Ave, Santa Springs, CA 90670. (230-31)

lanager

sy South Bay accessory store. Incentive plan, nefits. Good references required. (213) 676-64. (230)

/C Mechanic

wasaki and BMW. 5 years experience. Will train BMW. Full time, benefits. 1255 Parkside Dr, alnut Creek, CA. Call Susan (415) 938-73. (230-31)

ay Area BMW Sales

lifornia BMW Mountain View seeks enthusiastic MW rider for Counter/Parts/Bike Sales. Reply writing: Kari Prager, 2490 Old Middlefield Way, untain View, CA 94043. (230-31)

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gressive, self-starter wanted immediately to rk for the #1 Kawasaki dealership in the 8 estern states. This is your chance for year round ployment in So Cal. Excellent commissions plus edical benefits, paid vacations and holidays. I will o help pay for relocation for qualifier. Call today! k for Mel COVINA KAWASAKI (818) 967-81. (230-31)

xperienced Salesperson

rn more! Have more fun! Put your sales perience to work at Orange County's #1 Suzuki alership. Finance experience mandatory. Call (213) 893-5091. (230-31)

et Ski ATV Mechanic

sy shop needs a good Jet Ski Mechanic. Must ow all aspects of trouble shooting and repair. ust have own tools and motivation. Insurance er probation. Long hours. Good pay. Busy during nter on ATVs. Call days (714) 821-1590 ask for yne. (230)

MA Associate Editor

nerican Motorcyclist magazine is seeking an perienced journalist for the position of Associate itor. Applicants should have strong and proven lls in editing, writing and photography. College gree in journalism and newspaper/magazine perience preferred. Send resume, salary require-ents and clippings to: Greg Harrison, AMA, P.O. x 6114, Westerville, OH 43081-6114. No Phone lls Please. (230-31)

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sales person, no previous experience neces-ry, will train. Apply to BURBANK YAMAHA. (818) 5-8738. (228-30)

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r manufacturer of motorcycle aftermarket oducts. Salary, benefits. Inquire to: P.O. Box 29, Riverside, CA 92502. (329-30)

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Full time position available at BEACH YAMAHA. Full-line dealer, good pay and benefits. Call Andy (714) 536-7555 Huntington Beach, CA. (228-33)

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Immediate opening for experienced Mechanic with own tools. Call Jeff at WESTLAKE SUZUKI. (805) 497-1783. (229-30)

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In Bell, California has immediate need for Honda Mechanics. Our Service department is over flowing with work. Proven highest earning potential in the Industry. For information please call Gary at (213) 773-2164. (228-33)

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Are you ready for a change? The M/C MECHANICS INSTITUTE in Phoenix, AZ is now accepting applications for the position of Instructor. No teaching background necessary. Excellent company benefits. Interested applicants should contact Larry Barrington at (800) 528-7995. (222/TFN)

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For aggressive personnel at S.F. Valley Suzuki dealership. COLE BROS. (818) 980-4702. (228/TFN)

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Motorcycle/Marine dealership needs Service Writer and Mechanic. Year 'round position in Northern New Hampshire. Call Andy (603) 444-2944. (228-30)

LA's Fastest Growing Dlrship

Has immediate openings for experienced Salesmen, Partsmen and Mechanics. Contact Art or Jeff. (213) 671-0405. (229-30)

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Join a growing and winning Honda dealership in So California. Full time position, salary + generous commission, health benefits, vacation. Send resume to: P.O. Box 4410, Oceanside, CA 92054. (229-32)

Honda Service Mgr/Mechanic

Immediate opening for qualified person well versed in Service department. Top wages, pay commensurate with experience. 5 day work week, year 'round, opportunity for promotion, ongoing training by factory. R&R SPORTCENTER, Paso Robles, CA. Ask for Richard (805) 238-4755. (228-31)

Team Member Needed:

VANCE & HINES M/C CENTER of Anaheim is looking for a Mechanic with 5 years motorcycle dealership experience. Contact Keith. (714) 774-1049. (228-30)

Mechanic Wanted

Due to expansion we need 2 year experienced Mechanic on Suzuki or Yamaha. Work year 'round. Commission plus health plan. Call PASADENA SUZUKI YAMAHA. (818) 795-4129. (229-30)

★★H.D. Technicians★★

The Phoenix & Orlando H.D. training centers are looking for experienced Technicians to join it's Instructor team. Good benefits, great career. Inquire to: M/C MECHANICS INSTITUTE. (800) 528-7995. J. Kraemer. (229/TFN)

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Honda Dealer in Bishop, CA

Honda Yamaha M/C, ATV, Snowmobile, generator dealership for sale. Well established. Main street location. Excellent lease. GOLDEN STATE CYCLES. (619) 872-1570 Fred. (329-30)

STREET BIKE SALES, SERVICE, PARTS & Accessories shop. European franchise. Good customer base in major New Mexico metro area. Open 9 years. $15K Turn-key. Call (505) 268-4050 evenings. (130-31)

Honda Dealer Total Liquidation

60 parts bins, desks, cash register, credit card machine, IBM, XT with F&I program, 3 micro-fiche viewers with fiche, glass display cabinet, 30 gas buggy, fork lift, ¾ ton pick-up plus 18' flatbed 5th wheel trailer, 30'X20'X12' steel building. Call Terry (213) 371-3592. (330)

Yamaha Franchise Dealership

Los Angeles area. Excellent location. Very good potential for right buyer. Reasonably priced by owner. (213) 772-8340. (330-32)

M/C ACCESSORIES & BICYCLES. Los Angeles area. Excellent location and lease. 30K monthly gross. Terms. M/C dealerships available. Agent, Don (714) 978-9920. (330)

Positions Wanted

Cobol Programmer/Analyst

Experienced, seeks M/C Industry position. Contact Bill (804) 798-3937. (130)

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13' all aluminum Pro Trac trailer: side door, side window, tool box door, work bench, cabinets. $1500. (714) 845-3442. (330)

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Wanted: TZ Front Wheel

Stock or Marvic 3.50X17 for S or T model. Must be in excellent condition. (714) 849-5150. (130-31)

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Shipped ANYWHERE UPS. 24 hour answering machine. We'll call back! PHILIPPE SERVICES. (714) 582-8332. (225/TFN)

1980 500XR HONDA: FAST! KNIGHT framed. ShortTrack and TT machine. All the goodies. $3500. (603) 524-7129. (329-30)

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Kawasaki 900 engine. Good condition. $1295. P.O. Box 7504, Lancaster, PA 17604. (129-30)

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Two stage headers, 2½" collector, 2¼ I.D., louvered core silencer (removable). Black plasma coated. G&C PRODUCTS. (513) 898-8084. (328-31)

YSR50 Pipes/$99.95

Made by Protopipe. JETS INCLUDED. No guessing or hassles with hard to find YSR jets. Improved mid-range Punch, 7 mph faster top speed, less than ½ the weight of stock pipe. CW RACING ENGINES. (408) 374-6898. (229-30/P)

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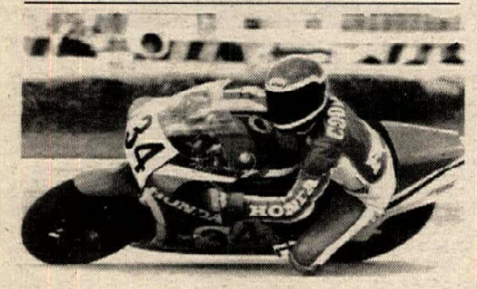
1974 saw Nixon nose dive in the political world and Kneivel nose dive into the Snake River. What a year!! Now you can have a piece of it, courtesy of Cycle News. We have a limited number of very special Posterbook Newspapers available from that memorable year. The photographs and illustrations in the Posterbook will conjure up wonderful images and memories from that enigmatic era. Save a bit of history for yourself. Order your Cycle News Posterbook Newspaper Today for only $2.00 from the Cycle News Products Order Form located below the advertisers index. (5/TFN)

Simons UDX-60/Ohlin For YZ

Excellent condition. Fits '86-'87 YZ125/250 forks. $435. Shock, $200. (408) 462-4313. (129-30)



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Open track ride at Willow Springs Raceway Aug 14 and Sept 18. No experience necessary! Beginning rider? Canyon Crazy? Racer? We have the track time for you. Beginning and advanced schools. For more info call (818) 574-7625. (230/P/TFN)

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Like New VA '85 ATK560

Very clean. Many new parts. Ridden 10 months. Fast. Never raced. $3500. (703) 354-8972 Kim. (129-30)

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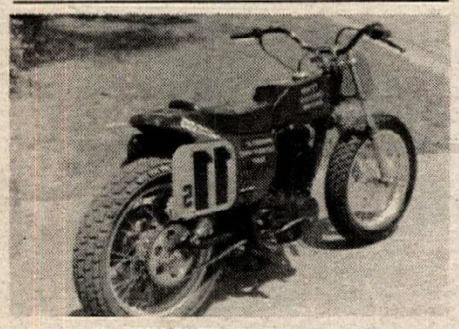
The Hottest factory Superbike ever to leave Japan!! Only 250 made! Brand new, never serviced. Call David at CYCLES'N'STUFF, Bradenton, FL. (813) 746-0935. (129-30)



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World's Fastest CBX Drag Bike

Very fast! 1325+cc, 31 mm carbs, Pro heads, Norris cams, D&D sidewinder, 6 into 1 header and much much more. $7000. (205) 233-0480. For info ask for Robert. (128-30)

1986 FZ600 WERA Approved

Includes: helmet, leathers, boots, gloves, back brace, Michelin Hi-Sports, Fox twin clicker, bike stand, seat cowl, steering damper. Race ready, spare parts and tools. $2500/OBO. Call (312) 530-7983 before 3 pm. (129-30)

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VALLEY HONDA KAWASAKI. (818) 365-6827. (225/TFN)

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1987 FZR Superbike

Marvics, radials, Kosman, Keihin, Carrillo, Fox Lockheed. All the best. Never down. Must sell. $8500. 1985 Ford Hi-Cube: 6.9 diesel, 14' fiberglass body, overhead bunk. Very clean. $12,500. (518) 798-1162. (329-30)

FOR SALE: Woood/Rotax 500cc with Knight framed. #92A bike. (213) 942-4484 after 6 p.m. Eddie Draves, Jr. (329-30)

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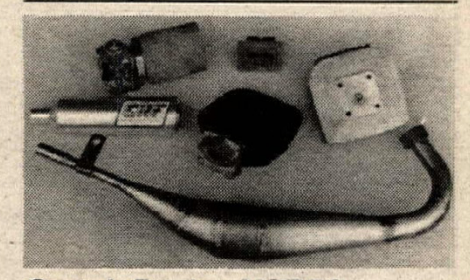
Speedway Bike

4-valve Jawa with one ride on complete rebuilt motor. $1300. (714) 784-6375 Rich. (130)



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CRF intrduces a line of high-output performance parts for the YSR50. Our hand-rolled-cone works Rocket pipe with rebuildable aluminum silencer will increase top speed to 65 mph with increased torque for just $139.95. Large-volume, 4-petal Rocket reed assembly boasts a 20 cfm increase in flow over stock. Kit includes: torque spacer, extra petals and gaskets. $59.95. High-flow intake manifold (fits all 20-24 mm Mikuni carbs), jet kits, filters, cylinder and head modifications are also available. Satisfaction guaranteed. Call CROTCH ROCKET FACTORY. (805) 683-1745. (230/P)

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Honda parts and all accessory lines on sale. Lowest prices. Parts shipped UPS daily. Only at HONDA WEST, Tampa, FL. (813) 968-7888. For Florida Toll Free *(800) 237-3599. (230-37)

Boulder Yamaha—FZ750s

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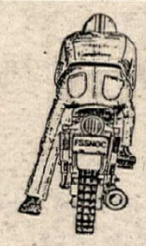

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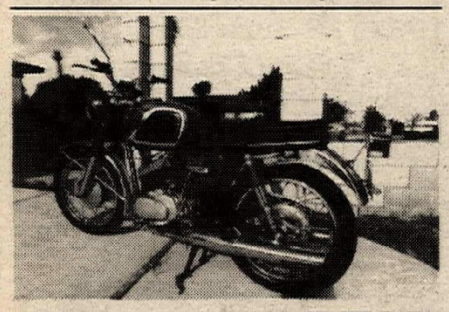

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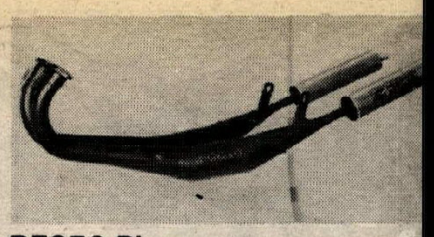

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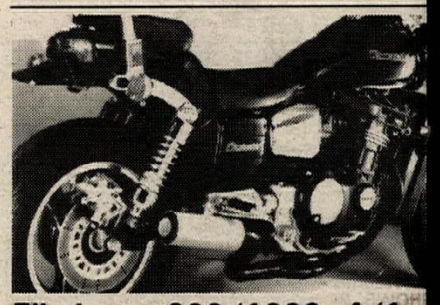

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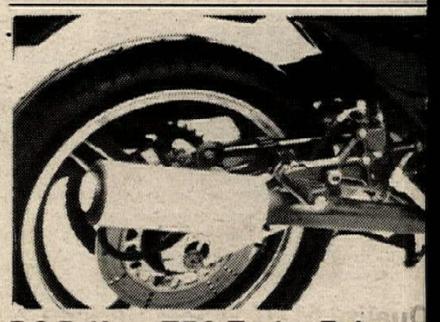

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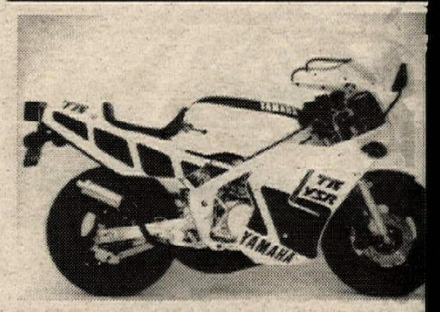

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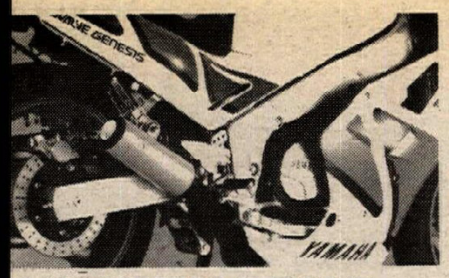

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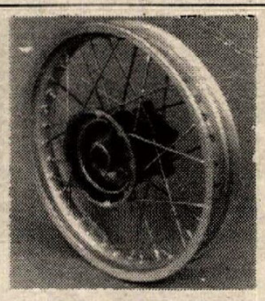

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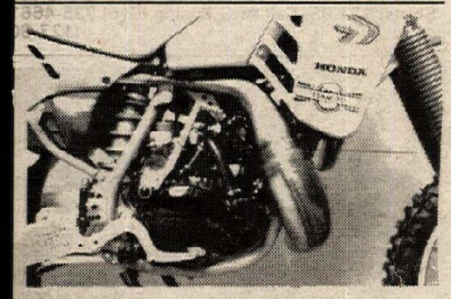

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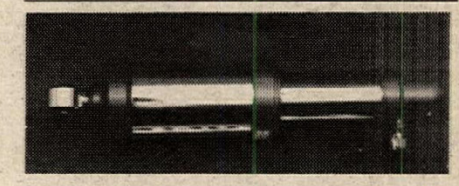

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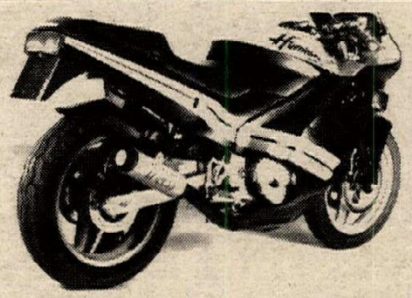

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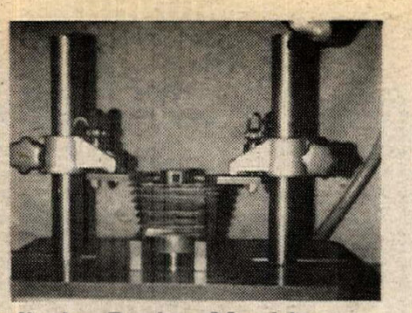

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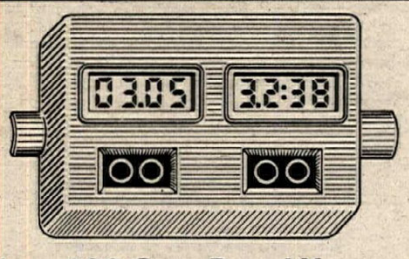

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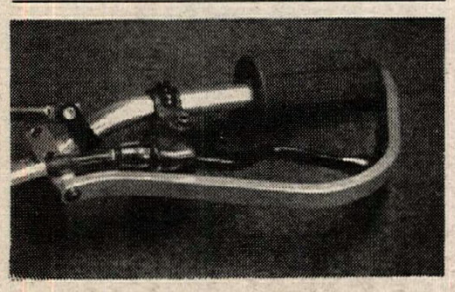

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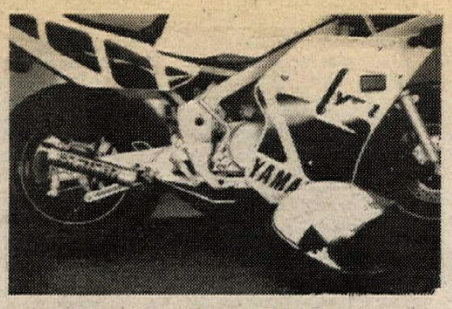

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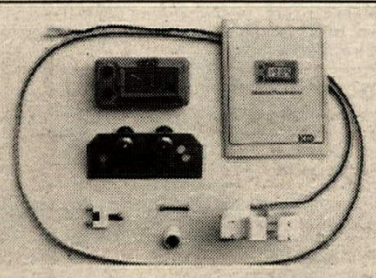

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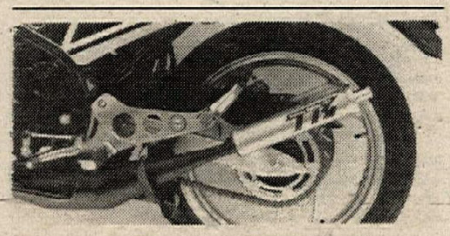

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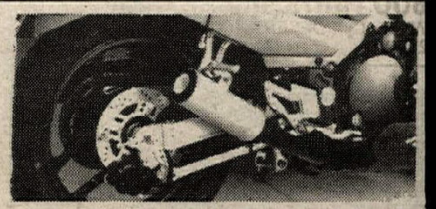

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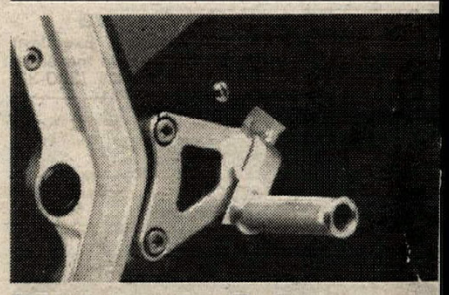

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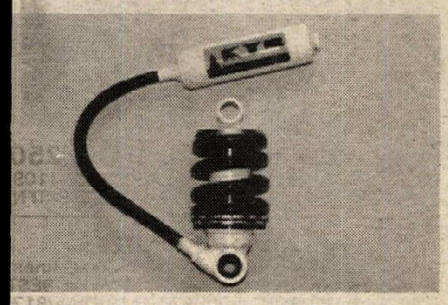

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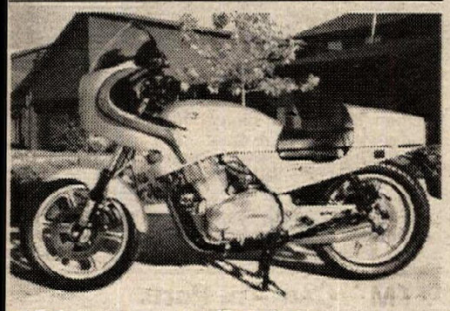

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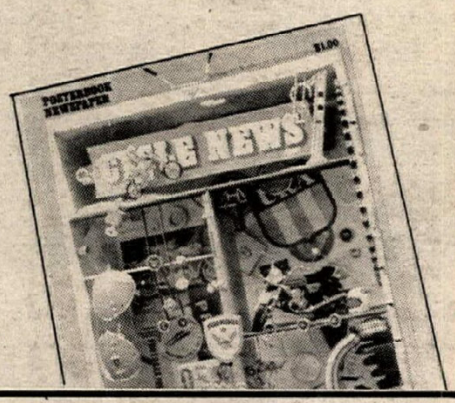

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